

Submission I001 (Rita Saldana, October 7, 2011)

10-07-11P01:06 RCVD

Board of Directors  
California High Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I001-1 |

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

  
[Name]

[Organization]

  
Date

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Response to Submission I001 (Rita Saldana, October 7, 2011)

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**I001-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I002 (Jason Scheppers, October 13, 2011)

**Fresno - Bakersfield - RECORD #745 DETAIL**

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested : No  
Stakeholder Type : Other  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : Jason  
Last Name : Scheppers  
Professional Title :  
Business/Organization :  
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Add to Mailing List : No

I002-1

**Stakeholder  
Comments/Issues :**

I002-2

I002-3

I002-4

I002-5

I002-6

I002-7

I002-8

I002-9

I002-10

I002-11

I002-12

1. The estimated cost of the complete the whole project CAHSR project was on the order of \$45 billion with the LA to SF being on the order of \$30 million at the time of the Tier I EIR.
  2. Currently CHSRA has indicated that the project cost for the LA to SF line would be more than \$43 million, and credible estimates escalating the increase in the initial phase place the cost \$68 million. How is it possible to add over \$30 billion to an approved EIR and not evaluate the basic assumptions?
  3. Given comment 1 and 2 the estimated cost of the CAHSR has to date likely doubled since the ROD for the overall concept has issued. This change in costs invalidates the fundamental assumption justifying the route.
  4. There is no credible business plan for the high speed rail. The CHSRA has missed a deadline to provide an update business plan. The current plan does not address the escalated costs, changes in ridership and revenue projections based on peer review of the ridership study, and the outdated business plan has been assailed as incomplete and flawed by the CA Legislative review body.
  5. This segment of the CAHSR route does not have independent utility.
  6. The CHSRA is revisiting the overall route approved in the in the Tier I ROD. The CHSRA has engaged in studying a route that does not go through Palmdale, a city included on the designated route of the Tier I EIR and designated as a City that would be served on the Ballot initiative. The validity of the next step is not valid if the founding concept of the Tier I EIR is not maintained.
  7. Travel in California from 1994 to 2011 based on FHWA VMT projection has grown at less than 1% per year on average. It is my understanding that traffic growth projections used in the CHSRA studies are on the order of magnitude of 2%. This lower traffic growth trend diminishes the number of people that would use the HSR and has not been evaluated.
  8. There has been no private investment in the CAHSR. There is no credible long term commitment from the US Congress to fund the project at a level consistent with the Tier 1 EIR.
  9. It is not clear that the HSR can even come close to meeting the operating requirement required in the HSR bond authorization from California Voters, specifically for this segment.
  10. Operation cost need to include depreciation of the capital asset of the CAHSR. Just as the current FTA system has left a huge capital reinvestment problem for major capital project to maintain their systems. The CAHSR should be prepared to have revenues to cover needed future capital costs associated with the CAHSR.
  11. If a typically in the US it takes 1 Ton of carbon output to generate \$2200 in GDP. In consideration of the \$6.8 Billion segment capital cost, on the order of magnitude of 3 million tons of carbon would be emitted in generating the subsidy for the capital cost of the segment.
- Comments Regarding Highlights:
1. Prop 1A acknowledged for a fare far less than currently proposed, for a limited 10 Billion dollars in state funded capital costs, and an expectation that the Federal government would pay on the order of 50% of the capital costs, that private investors would contribute on a level of the Prop A bonds and that the HSR would not be allowed to have operating subsidies. The conditions of the Prop 1A has a high likelihood of not being met; Therefore it is highly likely that none of the fundamental funding conditions for continued support of the HSR are currently being met. Claims made about acknowledgements made by the voters should not be made if the base facts of the project are materially changed.
  2. The CHSRA is exploring sharing track with Caltrain. This change would lower the design standards listed in the introduction and background. This would lower the running speed on that part of the track entering San Francisco.
  3. California's current transportation system may not meet an

Submission I002 (Jason Scheppers, October 13, 2011) - Continued

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|---------|--|
| I002-13 | unconstrained version of demand for intercity travel, but a much more efficient system would be based on the market system of supply and demand. The EIR discounts gains in technology and strategic investment in existing modes and future modes that could more economically address the intercity travel.  |
| I002-14 | 4. The added highway miles and airport runways is not based on a market equilibrium system.  |
| I002-15 | 5. Many meetings have been held but given the lack of disclosing the full costs and presentation of a workable business plans the meetings provide little value.   |
| I002-16 | 6. In many cases a build alternative was listed as having the least harm. Is it not very possible that the no build is really the alternative with the least harm?   |
| I002-17 | 7. What is the recommended alternative? What is it that the CHSRA is saying they are going to do when (and if) they have a ROD? The public should be allowed to comment after a preferred alignment is selected and included in a Draft EIR.   |
| I002-18 | 8. The CHSRA goal of 100% use of renewable energy rings hollow. Does the CHSRA have the funding for paying for this extravagance? How many resources are wasted in order to provide this minimal claim? How much environmental damage is still done with renewable energy? Consider Steel production for power transmission lines, Bird impacts from wind power, fish impacts from dam construction. |
| I002-19 | 9. As required by NEPA you must investigate all reasonable and feasible alternatives. How much per ton of carbon emission is being subsidized and how much could that purchase on the existing carbon markets today?   |
|         | 10. Given that Billions of dollars from US Taxpayer outside of California (like me) are proposed to finance the systems will my comments be discounted? (Submittal asks for disclosure if you are CA resident. And by inverse wants to know that I am not.)  |

EIR/EIS Comment : So if we pour \$68,000,000,000 are so into this project, what is the payoff in dollars as shown by the willingness to pay by customers. The car will not remain as it is and may become obsolete, but unbridled spend will not lead us to what will work in the future.

Yes

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## Response to Submission I002 (Jason Scheppers, October 13, 2011)

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### **I002-1**

Project costs have increased since the preparation of the Statewide Program EIR/EIS because of increased costs of materials over time and refinements in engineering design. A change in the cost estimate does not invalidate the route. While there would be some variability, the cost of acquiring land for needed right-of-way would be essentially the same anywhere in the San Joaquin Valley and the unit costs of constructing the HST would be the same regardless of the route.

### **I002-2**

The Draft 2012 Business Plan was released on November 1st and lays out updated costs, ridership estimates, phasing strategy, funding plans, risk analysis, and economic analysis. These studies have been extensively peer reviewed and provide the most up-to-date information on the program. Future business plans will continue to update and refine plans for implementation of the program.

### **I002-3**

Refer to Standard Response FB-Response-GENERAL-13.

### **I002-4**

Refer to Standard Response FB-Response-GENERAL-01.

The California High Speed Rail Authority's environmental studies for Bakersfield to Palmdale and Palmdale to Los Angeles sections both include Palmdale. There are no active studies under way for using a different crossing of the Tehachapi Mountains.

### **I002-5**

Based on information from Caltrans' "Historical Monthly Vehicle Miles of Travel 1972--2008," travel on California's highways increased from approximately 144.6 billion vehicle miles travelled (VMT) in 1994 to approximately 178.8 billion VMT in 2010. This was an increase of 24 percent over that period, or about 1.5 percent per year. Note that there was a substantial drop in VMT in 2008 (the only year since 1974 that VMT has decreased) that coincided with the onset of the recession. Prior to 2008, VMT had increased at a rate of approximately 2% per year since 1994.

### **I002-5**

The yearly VMT count does not relate to the number of people who would use the HST. The ridership model was developed by the Authority for projecting ridership on the HST. The ridership numbers are projections for future years rather than a reflection of current travel and employment patterns. The projections are based on a variety of factors, including population and employment growth, which are expected to rise dramatically in the future. This growth is expected to occur despite the current economic downturn.

To provide an independent assessment of the modeling and to improve the reliability of the forecasts, the Authority convened a panel of international experts in travel forecasting to examine and guide the forecasting effort. After reviewing the model, the panel concluded that the model is not only appropriate for business planning purposes but provides a sound basis for additional model development to support future forecasting needs. Ridership estimates will continue to be refined and used to make a business case for the system, which will be used to attract private sector investment into the development of the system. Ridership forecasts are be used to develop operations and maintenance plans, determine the number of train sets needed for the system, determine the number of parking spaces needed at a given station, etc.

### **I002-6**

Refer to Standard Response FB-Response-GENERAL-17.

### **I002-7**

Refer to Standard Response FB-Response-GENERAL-10.

The HST system and its sections will be designed to meet the operating requirements established by Proposition 1A (2008). This is required by law. As discussed in the Revised 2012 Business Plan, construction of the system will be phased in over a number of years. See FB-Response-GENERAL-10.

### **I002-8**

Please refer to Cost Changes from 2009 Report to 2012 Business Plan Capital Cost Estimates report available on Authority's website for a detailed accounting of the

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## Response to Submission I002 (Jason Scheppers, October 13, 2011) - Continued

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### **I002-8**

changes between the capital cost estimates as was presented in the 2009 Report to the Legislature published in December of 2009 and the estimates prepared for the Revised 2012 Business Plan released in April 2012.

### **I002-9**

Refer to Standard Response FB-Response-GENERAL-11.

### **I002-10**

Refer to Standard Response FB-Response-GENERAL-17.

### **I002-11**

The speeds for the high-speed trains in the Caltrain Corridor would be limited to 125 mph maximum between San Jose and San Francisco. Operational speed would be determined by geometry and train schedules.

### **I002-12**

The No Project Alternative described in the EIR/EIS examines the impacts that would occur if the project is not undertaken. The No Project Alternative is based on reasonably foreseeable future changes, including, but not limited to, additional highway construction and projected increases in VMT. The No Project Alternative does not engage in speculation over other scenarios that would involve technologies or trends that are not reasonably foreseeable.

The commenter provides no support for their assertion that "a much more efficient system would be based on the market system of supply and demand." To date, no similar system connecting Northern and Southern California has been proposed by the private market. However, there is substantial evidence that the approach taken by the HST project is viable. As discussed in the Revised 2012 Business Plan, successful HST systems in Europe and Asia have relied on public and private investment, with a substantial public investment at the beginning followed by private investment.

### **I002-13**

Chapter 4 of the Statewide Program EIR/EIS for the California HST System (Authority

### **I002-13**

and FRA 2005) addresses the costs of improving highways and airports relative to the cost of the HST system. These estimates were based on the amount of lane miles and runway capacity that would have to be added to the existing transportation system to provide comparable capacity to the proposed HST system. Please see Chapter 4 and Appendix A of the Statewide Program EIR/EIS for additional information on the modal cost comparison.

### **I002-14**

Revised cost estimates, ridership estimates, and funding projections were released in the Draft 2012 Business Plan (Authority 2011a) and the Revised 2012 Business Plan (Authority 2012a). The information contained in both versions of the Business Plan was shared at Authority board meetings, stakeholder briefings, and public information meetings. For more information or if you have questions, please contact us at 866-761-7755.

### **I002-15**

As discussed in Chapter 3 of the EIR/EIS, there are a number of environmental disciplines in which project alternatives would result in fewer environmental impacts than the No Build Alternative, such as air quality (see Section 3.3). In other areas, the No Build Alternative would have fewer impacts than the project alternatives, such as traffic in the vicinity of the HST stations (see Section 3.2).

As described in Chapter 1 of the Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005), the purpose of the HST System is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network, and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources. As described in Chapter 1 of the EIR/EIS for the Fresno to Bakersfield Section, the purpose of that section of the project is to implement the Fresno to Bakersfield Section of the California HST System to provide the public with electric-powered, high-speed rail service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and

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## Response to Submission I002 (Jason Scheppers, October 13, 2011) - Continued

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### **I002-15**

the highway network in the south San Joaquin Valley, and to connect the northern and southern portions of the system. The No Project Alternative does not meet the stated purpose of the project.

### **I002-16**

There is no requirement under NEPA or CEQA to identify a preferred alternative in the draft environmental document. The Authority wished to obtain all possible public input on project alternatives prior to selection of the preferred alternative. The preferred alternative is reported in the Final EIR/EIS, which the public has 30 days to review and comment on. After that, the FRA will issue the Record of Decision (ROD).

### **I002-17**

The Authority is researching several scenarios to provide price-competitive electricity for the system, through established, environmentally sound, and responsible renewable energy providers. The cost of electricity is included in long-term operation and maintenance budgets under development.

Please see the *California High-Speed Rail Authority Strategic Energy Plan* for more details on this policy goal (NREL 2011).

### **I002-18**

The Authority is not currently subsidizing carbon emissions, nor do any of the operating plans call for subsidizing carbon emissions.

### **I002-19**

This is a federal environmental document as well as a State of California environmental document. Therefore, comments from anyone in the United States are welcomed and given as much consideration as comments from California residents.

Submission I003 (Alan Scott, August 24, 2011)

**Fresno - Bakersfield - RECORD #145 DETAIL**

Status : Action Pending  
Record Date : 8/24/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/24/2011  
Submission Method : Website  
First Name : Alan  
Last Name : Scott  
Professional Title :  
Business/Organization :  
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Apt./Suite No. :  
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State : CA  
Zip Code : 93230  
Telephone :  
Email : a\_scott1318@comcast.net  
Email Subscription :  
Cell Phone :  
Add to Mailing List : No

**Stakeholder  
Comments/Issues :**

I003-1  
I003-2  
I003-3  
I003-4  
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I003-6  
I003-7  
I003-8  
I003-9  
I003-10

Submitted by Alan Scott, 1318 Whitmore Street, Hanford, CA 93230 for the board meeting of August 24, 2011, Sacramento, CA via email. The serious reality of the HSR Authority from many cities & counties plus members of California Senate & Assembly who have (in some cases aggressively) castigated the authority (I have listed numerous links for your review at the end of this letter) because of their serious lack of transparency, competencies, integrity, mismanagement & abuse of power; these are just a few of the MAJOR issues created by the HSR authority from their inception. Not to mention the pending legal actions stopping construction for various violations found by the courts. Over the approximately 12-year run of this authority one thing they have been consistent is the creation of - controversy. The construction planning is at 15% completed & the authority states they want to release bid requests very soon. Ok let's examine that: 1. What private company would begin requesting bids when they have only 15% of the construction plan done for a multi-BILLION \$ project? (Resultant, this becomes a blank check to government (out of control cost overruns) construction project(S)! 2. Where is the electricity coming from? (France had excess electricity due the 1973 oil crisis plus they build a number of nuclear plants that generated excess electricity France sold to their neighbors but it also allowed them to overcome a major hurdle - power for their HSR operation). Right now, California does not have enough electricity or the electric infrastructure to operate this project that is totally dependent on electricity!) 3. Recent events in Sacramento by our Senate & Assembly changed the structure of the authority because a significant number of Senate & Assembly Representatives have had serious issues with HSR mismanagement. 4. Is anyone in the HSR authority working on the reservation system as this is the heart of the efficient & effective operation of this operation? (I know for a fact that it took almost 10-years for France to finalize the reservation system due to enormous complexities.) 5. Just ask the authority how many private bonds have been sold to date? Objective evidence is clearly on the Do Not Build the HSR in CA - check the web, The Sacramento Bee last week Dan Walters's editorial against HSR, The Economist magazine article two weeks ago where the article author demonstrated the reasons not to support CA HSR construction, etc...bottom line is the 1st set of tracks in CA begins in Merced & end in Bakersfield (two of the more highly populated areas of CA...righttttttt!!) and cannot & will not be used as this colorful Pro PR insert suggests. Simply put, in approximately 200 miles of track the HSR train cannot travel at 220 miles per hour due short track length, too many stops but more important not enough revenue to support the cost of construction; therefore, we (the tax payer) will now pick up the tab for this section from low of \$3 billion to \$9+ billion for just 2% of the population of California - now how can the California tax payer not be in favor of the HSR I ask? And with the EIR release we discover the cost has increased by 80%, amazing as I am very sure the CAHSRA knew this months ago & did not provide it to the public during public meetings when asked. Now the major comparison comes from Australia building a 515 mile line for \$100 B AUS \$ (exchange rate to US \$ is \$109 B) and we are going to build 800 miles for under their projected budget. Let's get real! The Authority is operating on a bland check green light business practice reporting only when they need too. After visits to Sacramento & Bakersfield and three meetings in Kings County & one in Merced, the one thing I take away from the Authority is you do not answer questions; you evade the real questions with rambling responses. You attitude borders on dictatorial at best. This is still the United States of America and you are subject to adherence to our laws and practices. More important can California tax payers afford to pay for the entire system from low estimate of \$45 to a high estimate of \$75 billion in (that's right estimated) costs for a system that may never fully support



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Submission I003 (Alan Scott, August 24, 2011) - Continued

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I003-10 |

itself due extremely poor planning! We cannot afford the HSR rail because of today's California's current fiscal mess & our future fiscal situation that does not look very positive.

I would like to state the treatment by Chairman Umberg in Bakersfield on July 14, 2011 was unacceptable & totally unprofessional. You were appointed to a serious leadership position and clearly your leadership skills are lacking. Further your banter with board members and selected members of the audience was also unacceptable. People travel at their own expense to present their concerns and the best we get is jocular attitude. And one wonders why the entire CADHSRA & Board are taking flack day-in-and-day out.

I am submitting his statement on line for two reasons; I can accomplish more working to shut this project down local then wasting my time watching a bunch of "suits" act in an unprofessional manner. Humor is acceptable but the two board meetings I attended it seems to be the accepted practice and as a tax payer I expect more for my tax dollars then sling shot remarks from statist people.

Links in support of my submission:

<http://www.youtube.com/watch?v=SS0RD6dqpKY>;

[http://www.nbcalosangeles.com/on-air/as-seen-on/NewsConference\\_\\_\\_California\\_Treasurer\\_Bill\\_Lockyer\\_\\_Part\\_3\\_Los\\_Angeles-117841823.html](http://www.nbcalosangeles.com/on-air/as-seen-on/NewsConference___California_Treasurer_Bill_Lockyer__Part_3_Los_Angeles-117841823.html);

<http://www.youtube.com/user/derailhsr#p/u/28/UHOPzKH0kxoCAHSR> upsetting Big Agriculture, ignoring residents, as usual);

<http://www.youtube.com/user/derailhsr#p/u/4/zmZAxjudOxo>;

<http://www.youtube.com/user/derailhsr#p/u/10/ts>;

<http://www.youtube.com/user/derailhsr#p/u/47/ojh2qYa2fmU>;

<http://www.youtube.com/user/derailhsr#p/u/48/hnl4CYF0NK8>

The are many more I could have included but just a note, the OBJECTIVE evidence against this project is gaining speed and may achieve 220 mph without the building of this rail system. Truth prevails, lies breed failure and law suits.

EIR/EIS Comment :

Yes

## Response to Submission I003 (Alan Scott, August 24, 2011)

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### **I003-1**

The Authority will be entering into a design/build contract for the first construction package, which means the same company hired by the Authority to complete the design work for that portion of the project will also be responsible for the construction. This is a standard method of contract procurement utilized throughout the United States and around the world. The Authority has qualified five different teams of world-class companies to prepare bids for the design and construction work, all of whom have competed for the right to submit proposals.

### **I003-2**

Refer to Standard Response FB-Response-PU&E-02.

California's electricity grid would power the proposed HST System, which currently has sufficient reserves to provide power during peak HST demand. The HST System is expected to require less than 1% of the state's future electricity consumption. The Fresno to Bakersfield Section of the HST System would contribute approximately 14% to the statewide estimates of HST energy demand and savings, as compared with the energy use of conventional means of transportation. The HST project would set a priority on the use of renewable energy sources and not require the construction of a separate power source, although it would include the addition and upgrade of power lines to a series of substations positioned along the HST corridor. Please refer to Chapter 2.0 for a summary of electricity requirements, and to Section 3.6 for how the energy demand would be met.

### **I003-3**

The Authority's management continues to undergo change and to evolve as the concepts of high-speed rail in California become a reality. Recent hires and improvements in processes and efficiencies have been implemented to facilitate a high-speed train project that encourages public participation and stakeholder support and minimizes environmental impacts.

### **I003-4**

Refer to Standard Response FB-Response-PU&E-02.

### **I003-5**

Refer to Standard Response FB-Response-GENERAL-17.

### **I003-6**

Refer to Standard Response FB-Response-GENERAL-11.

There are no high-speed trains operating in the United States; therefore, the State of California and federal government have never had to certify the safety of a high-speed train system. This certification must be accomplished by the Federal Rail Administration and the California Public Utilities Commission before a high-speed train can be allowed to operate in California. Certification cannot be done without building a section of track and testing all operating and safety systems. Testing must be done where the train will operate at full speed, which will be in the Central Valley. The test track must be long enough for the train to operate at full speed for an extended period of time. The section of the California HST System between roughly Merced and Bakersfield provides the best location for this test track. As described in the Revised 2012 Business Plan, this initial section of the HST System is being developed to deliver early benefits by leveraging other systems—enabling them to operate on the new high-speed tracks, which can be done without impacts on design or the integrity of the new infrastructure.

Improved passenger rail service would begin upon completion of the first Initial Operating System segment by connecting the (Amtrak) San Joaquin, Altamont Commuter Express, Sacramento Regional Transit, and the Capitol Corridor (and potentially Caltrain). Through a new, strategic approach, there is also the opportunity for new or improved travel between Bakersfield and Sacramento, Oakland, San Jose, and San Francisco. This expanded Northern California Unified Service could begin operation as early as 2018, with the potential to provide transportation and economic benefits well before fully operational high-speed rail service is initiated.

### **I003-7**

The requirements to design and construct a high-speed train system to operate at speeds over 200 miles per hour (mph) and achieve the legislative travel time mandates are defined in Proposition 1A, the project's enabling legislation. The performance of the HST System needed to achieve these requirements is documented in the California

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## Response to Submission I003 (Alan Scott, August 24, 2011) - Continued

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### **I003-7**

High-Speed Train System Basis of Design Technical Memorandum (TM#0.3) (Authority 2010b).

The Authority evaluated high-speed trainsets from around the world to confirm that available train technologies could satisfy the project's performance requirements. The evaluation is documented in the Selected Train Technologies Technical Memorandum (TM#6.1) (Authority 2008c) and the Trainset Configuration Analysis and Recommendation Technical Memorandum (TM#6.3) (Authority 2009b). High-speed trains in China have operated in revenue service at speeds of 220 mph, and other high-speed train systems are planned to operate at 220 mph and faster as systems technology advances. Based on proven technology used elsewhere in the world, high-speed rail in California will be able to operate revenue service at speeds of 220 mph. The Technical Memorandums listed above can all be found on the Authority's website.

The HST Operations and Service Plan Summary describes anticipated train frequency and is included as Appendix 2-C of the Fresno to Bakersfield Revised DEIR/Supplemental DEIS. As stated in Section 2.3 of Chapter 2, Alternatives, the Fresno to Bakersfield Section design criteria dictate 220-mph designs throughout. Also described in Chapter 2, stations would have four tracks passing through the station: two express tracks (for trains that do not stop at the station) and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only, providing fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; and all-stop trains would focus on regional service. Train speeds along a particular corridor would depend on train service (i.e., whether it is an express, limited-stop, or all-stop train).

### **I003-8**

Refer to Standard Response FB-Response-GENERAL-17.

### **I003-9**

Refer to Standard Response FB-Response-GENERAL-17.

### **I003-10**

Refer to Standard Response FB-Response-GENERAL-17.

Submission I004 (Alan Scott, October 12, 2011)

Alan Scott  
1318 Whitmore Street  
Hanford, CA 93230-2848

Telephone: (559) 583-7299  
email: a\_scott1318@comcast.net

Organization: Self

To: Fresno to Bakersfield DEIR/SEIS Comment  
770 L Street, Suite 800  
Sacramento, CA 95814

Re: Comments to DEIR / DEIS Fresno to Bakersfield

I004-1

1. My comment is in response to your initial flawed DEIR / DEIS for the Fresno to Bakersfield alignment. I am in disagreement with the entirety of your draft and more important the failure of the Board & Authority's lack of coordination with Cities, Counties and stakeholders whether on the alignment or live in the community outlined in 3.12-9 where the document lists approximately 700 meetings with the above groups. Upon investigation, the majority were one on one or of similar type but the actual number of public meetings allowing direction back and forth communications is non-existence with is a failure of CEQA compliance requirement. I await your response to this critical question(s)

I004-2

2. Further, you programmed 114 miles of track only construction, that does not have an operating engine, passenger cars, maintenance facility, power as noted in section 3.12-13. This section further states that you are not required to provide service until all linking tracks are connected in 2035. So how does Kings County replace over \$100Million in lost revenue annual? I await your response to this critical question(s).

I004-3

3. Your estimate annual passenger load is 50,000,000. The East coast Acela routing has 3 x (108,000,000) & the population of California (36,000,000). The Acela annual ridership is 3,000,000 annually. So based on your table on 3.12 page 7 that outlines the annual estimated operational & maintenance costs at \$1,277,100,000. Based on your estimates a breakeven ticket would cost \$25.54. However based on a more realistic passenger annual load of 2,500,000 million divided by into you op / maint budget a single ticket cost would be \$555.26. Your

Page 1 of 3

Comments from Alan Scott, Hanford, CA

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I004-3

estimate of 50,000,000 annual passenger load as well as a serious number of estimates are not base on empirical evidence using "due diligence" has not been done. I await your response to this critical question(s).

I004-4

4. Section 3.12, Page 3.12-8 CEQA you noted in the narrative that significant criteria in bullet point 1. States in essences the physically dividing a communities Corcoran should be avoided. Again, this is a California regulations and I it does not allow the authority nor does the authority have the power to invoke an "alternative" routing, which seems to be how this entire project has been managed. So my question is what authority allows CAHSR to divide a community. I await your response to this critical question(s).

I004-5

5. Section 3.12, page 6, paragraph III discusses the wage structure in a blanket format based huge Union wage levels. As a retired Human Resource Manager from two major international corporations, the last thing those corporations created universal wages structure across the breath of the corporation. I find your presentation poorly developed (and I know personal views are not allowed but you are going to hear it) requiring a major overhaul to provide wage structures for each geographic areas. Your proposal creates inflated cost overruns, disparity between geographical areas, especially since this is a state project that would then create a major labor issue to increase wages to these seriously in conceived wage structure throughout the state. This critical area requires an immediate review regardless of which routing is being considered by competent Industrial Relations staff to provide a more realistic wage structure. I await your response to this critical question(s).

This completes my comments for the draft Fresno to Bakersfield that was removed on October 6, 2011 for some unknown reason. I will be commenting on the new document when released.

  
Alan Scott

Page 2 of 3

Comments from Alan Scott, Hanford, CA

Submission I004 (Alan Scott, October 12, 2011) - Continued

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Fresno to Bakersfield DEIR/EIS Comment receipt form

Date: \_\_\_\_\_

(Enter the date of acceptance of my comments)

This is to acknowledge receipt of comments by Alan Scott, 1318 Whitmore Street,  
Hanford, CA 93230-2848 on the date inserted above.

Thank you for your understanding in completing this accountability tracking form.

Alan Scott



Page 3 of 3

Comments from Alan Scott, Hanford, CA

## Response to Submission I004 (Alan Scott, October 12, 2011)

### **I004-1**

Refer to FB-Master Response-17

Public outreach efforts, which are detailed in Chapter 7, include coordination with cities, counties, agencies, and the public. The Authority and FRA have made extensive efforts to encourage public participation and engagement. To date, 842 meetings have been held with cities in counties in the study area.

### **I004-2**

The initial funding for the Initial Construction Section (ICS) in the Central Valley is for the track infrastructure only. However, funds have been set aside in an Interim Reserve Fund which are adequate to fund a connection to the track that the Amtrak San Joaquin service operates on plus systems and station improvements. These investments would allow the San Joaquin service to operate on the track should there be any delay in advancing expeditiously from constructing the ICS to funding the extensions that would provide the Initial Operating Segment, either to San Jose or to the San Fernando Valley. This interim San Joaquin service would allow the state of California to benefit from the initial investment until that Initial Operating Segment could be ready for passenger service.

### **I004-3**

The calculation made in the comment is based on several incorrect assumptions:

- The population in the northeastern United States (U.S.) is assumed to be 108 million, when it is currently close to 50 million (see the Revised 2012 Business Plan, Ridership and Revenue Forecasting Technical Memorandum, Appendix A: January 19 CS memo, Table 3).
- The population ratio between the northeastern region of the U.S. and California will stay the same for the next 20 years, when California will grow to 90% of the population in the Northeast by 2025, up from 76% in 2000 (ibid, Table 3).
- Acela costs, speeds, service frequency, and parallel rail services are similar to those planned for the HST project, when they are actually very different (see the Revised 2012 Business Plan Ridership and Revenue Forecasting Technical Memorandum, Appendix A: January 8 CS memo, p. 2):
  - The Northeast Corridor (NEC) rail system's average speed is about 70 mph while the

### **I004-3**

High-Speed Train System, Phase 1, is planned to be around 140 mph.

- The NEC has 9 to 15 trains per day, while the High-Speed Train System, Phase 1, would have up to 48 trains per day, depending on the market.

- Acela is only the premium portion of the NEC rail system, with a parallel slower service with more stops. Acela carries about 31% of the total rail ridership in the NEC. The California HST would not have a parallel slower service, although it would have regional rail service in some markets.

- Acela does not serve intraregional markets, which the HST would (Gilroy to San Jose to San Francisco, and Palmdale to Los Angeles to Anaheim).

- Acela fares are substantially higher than the planned HST fare structure, in some markets equal to air fares, rather than lower as in California.

- The ridership forecast is so unreliable that it should be cut by 95%.
- The operating cost of service, carrying 2.5 million passengers instead of 50 million, would be the same, when, in fact, it would be significantly lower (see break-even analysis in the California High-Speed Rail 2012 Business Plan, pages 7-4 through 7-5).

As part of demonstrating the reasonableness of the ridership forecast model and assumptions, a California HST scenario, with slower and less-frequent service and higher fares like those of the Acela, was tested for the Revised 2012 Business Plan. The resulting forecasts were for 2.7 million annual inter-regional riders in 2008 (compared to Acela's 3.4 million), and 5.5 million in 2030 (compared to Amtrak's Acela forecast for 5.9 million). In both cases the differences in base population help explain why the California ridership forecasts are lower.

### **I004-4**

Refer to Standard Response FB-Response-GENERAL-02.

For more information about the alternatives in the Corcoran area, see the Revised DEIR/Supplemental DEIS, Volume I, Chapter 2.

### **I004-5**

Hourly construction wage rate was assumed to be \$75 in hour for the purpose of economic analyses and was based on published prevailing wages in California for heavy



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Response to Submission I004 (Alan Scott, October 12, 2011) - Continued

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**I004-5**

civil construction trades (Davis-Bacon Act). This rate also includes fringe benefits and employer's payroll taxes, resulting in an annual burden construction salary (excluding contractors mark-ups) of \$156,000 (\$75/hr x 2,080 hours/year).

Construction costs, including cost of materials, equipment and labor, were further adjusted by applying the Weighted Average City Cost Index published by the Engineering News Record (ENR) to account for varying costs in different geographies of the State.

Submission I005 (Roger Selsor, September 26, 2011)

**Fresno - Bakersfield - RECORD #277 DETAIL**

Status : Action Pending  
Record Date : 9/26/2011  
Response Requested : Yes  
Stakeholder Type : CA Resident  
Submission Date : 9/26/2011  
Submission Method : Website  
First Name : Roger  
Last Name : Selsor  
Professional Title : Mr.  
Business/Organization : owner  
Address :  
Apt./Suite No. :  
City : Fresno  
State : CA  
Zip Code : 93725  
Telephone : 559-352-1412  
Email : sonoramy1@yahoo.com  
Email Subscription : Fresno - Bakersfield  
Cell Phone :  
Add to Mailing List : Yes  
Stakeholder Comments/Issues : I own 3.5 acre parcel 2796 S. Railroad Avenue, Fresno, Ca. and would like to know if my property is going to be taken by the state.  
EIR/EIS Comment : Yes

I005-1



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## Response to Submission I005 (Roger Selsor, September 26, 2011)

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### I005-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

Submission I006 (Tom Shelton, October 6, 2011)

**Fresno - Bakersfield - RECORD #459 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/6/2011  
**Response Requested :** No  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/6/2011  
**Submission Method :** Project Email  
**First Name :** TOM  
**Last Name :** SHELTON  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** NA  
**Telephone :**  
**Email :** Itshelton@sbcglobal.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** To whom it may concern, I demand an extra 60 days to review the high-speed rail plans. I have lived in my house for 37 years and it is on both the red and blue line plan. Not to mention, needed farm land, businesses and other homeowners who will be affected by this train that we don't have enough money to build!  
Thank you, LaRae Shelton  
**EIR/EIS Comment :** Yes

I006-1

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## Response to Submission I006 (Tom Shelton, October 6, 2011)

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### I006-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

Submission I007 (Sylvester Shelton, October 10, 2011)

10-10-11P03:18 RCVD

 **CALIFORNIA**  
High-Speed Rail Authority

**RECEIVED**

Comment Card  
Tarjeta de Comentarios

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period is from August 15 to September 28, 2011. Comments must be received postmarked, on or before September 28, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13**

El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Sylvester Shelton (661) 371-1741

Organization/Organización: \_\_\_\_\_

Address/Domicilio: 202 K St

Phone Number/Número de Teléfono: \_\_\_\_\_

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA

E-mail Address/Correo Electrónico: none

(Use additional pages if needed/Usar paginas adicionales si es necesario)

I007-1

Well we have nothing but good things to say. I've been here for 4 yrs and its close to everything. I'd need laundry store, park where I take my walks too. It would be a shame to have those apts. in the living where I'm living.

Thank you.

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Response to Submission I007 (Sylvester Shelton, October 10, 2011)

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**I007-1**

Refer to Standard Response FB-Response-GENERAL-14.

The property referenced in your letter (202 K Street, Bakersfield, CA) would not be displaced by any of the HST project alternatives through Bakersfield.

Submission I008 (Douglas Shippey, August 18, 2011)

**Fresno - Bakersfield - RECORD #351 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/3/2011  
**Response Requested :** No  
**Stakeholder Type :** CA Resident  
**Submission Date :** 8/18/2011  
**Submission Method :** Project Email  
**First Name :** Douglas  
**Last Name :** Shippey  
**Professional Title :**  
**Business/Organization :**  
**Address :** 12005 Compass Ave  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93312  
**Telephone :**  
**Email :** douglasshippey@sbcglobal.net  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** As a resident in the Rosedale area and property owner of our home in the Capella housing track, I feel a sound proof wall should be erected protecting us from the elements this system will produce.  
Thank you  
Douglas R shippey  
12005 Compass Ave 93312  
**EIR/EIS Comment :** Yes

I008-1

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## Response to Submission I008 (Douglas Shippey, August 18, 2011)

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### I008-1

Refer to Standard Response FB-Response-N&V-05.

There are proposed mitigation measures for the segment of the alignment referenced by the commenter. These proposed mitigation measures will be studied further during final design.

Submission I009 (Kelly Shumaker, September 26, 2011)

05-26-11P04:23 RCVD

Board of Directors  
California High Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed: Kelly Shumaker

Kelly Shumaker  
[Name]

Warnerdam Farms  
[Organization]

9-16-2011  
Date



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Response to Submission I009 (Kelly Shumaker, September 26, 2011)

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**I009-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I010 (Christopher Sierra, September 22, 2011)

**Fresno - Bakersfield - RECORD #328 DETAIL**

**Status :** Action Pending  
**Record Date :** 9/22/2011  
**Response Requested :** No  
**Stakeholder Type :** CA Resident  
**Submission Date :** 9/22/2011  
**Submission Method :** Website  
**First Name :** Christopher  
**Last Name :** Sierra  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93304  
**Telephone :** 661-246-9570  
**Email :** chrissierra1@gmail.com  
**Email Subscription :** All Sections  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Bakersfield High School is more than a School it's our Home and we are called The Drillers for a reason. Bakersfield High School has been here for a long time and our school has a lot of history in it. B.H.S. is one of our biggest landmarks and B.H.S. has been around since 1893 and we need the support to save Bakersfield High School. What I have heard is that people have been telling me that B.H.S. is haunted but I never believe it.  
**EIR/EIS Comment :** Yes

I010-1

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Response to Submission I010 (Christopher Sierra, September 22, 2011)

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**I010-1**

Refer to Standard Response FB-Response-SO-08.

Submission I011 (Tony Silva, October 12, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #587 DETAIL

Status : Action Pending  
Record Date : 10/12/2011  
Response Requested : No  
Stakeholder Type : CA Resident  
Submission Date : 10/12/2011  
Submission Method : Website  
First Name : Tony  
Last Name : Silva  
Professional Title :  
Business/Organization : retired American  
Address :  
Apt./Suite No. :  
City : Hanford  
State : CA  
Zip Code : 93230  
Telephone : 5595847512  
Email : tjstone2@gmail.com  
Email Subscription : Fresno - Bakersfield  
Cell Phone :  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes  
Affiliation Type : Individual  
Official Comment Period : Yes

I011-1

you people need to pick routes that are already established for transportation and quit using your authority to do as you please.the rail system is not going to help the job problem.... made in the USA is . NOT made in China Also what are the people going to do when they get to there destination Like LA or San Francisco Are they going to ride the Speed Rail around town . People Get real your like a child in an all candy store.  
First off you don't have the money and if you do give to Gov. Brown to get Ca. out of debt. Secondly if the water situation doesn't get any better we are in a world of hurt . Work on bringing water to this valley not trouble. A pipeline would create lot of jobs. Come on people use your heads  
Thank god for This country Let us preserve it.  
Tony Silva

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Response to Submission I011 (Tony Silva, October 12, 2011)

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**I011-1**

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-17,  
FB-Response-HWR-04.

Submission I012 (Patricia Skalicky, September 22, 2011)

09-22-11P03:01 RCVD

Board of Directors  
California High Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed: Patricia L Skalicky

PATRICIA L. SKALICKY  
[Name]

Land Owner  
[Organization]

9-18-11  
Date

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Response to Submission I012 (Patricia Skalicky, September 22, 2011)

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**I012-1**

Refer to Standard Response FB-Response-GENERAL-07.

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Submission I013 (Jessica Smith, September 11, 2011)

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|   |
|---|
| <b>Fresno - Bakersfield (May 2011 – July 2012) - RECORD #188 DETAIL</b> |
|---|

|                                      |   |
|--------------------------------------|---|
| <b>Status :</b>                      | Action Pending  |
| <b>Record Date :</b>                 | 9/11/2011   |
| <b>Response Requested :</b>          |   |
| <b>Affiliation Type :</b>            | Individual  |
| <b>Interest As :</b>                 | Individual  |
| <b>Submission Date :</b>             | 9/11/2011   |
| <b>Submission Method :</b>           | Website   |
| <b>First Name :</b>                  | Jessica   |
| <b>Last Name :</b>                   | Smith   |
| <b>Professional Title :</b>          |   |
| <b>Business/Organization :</b>       |   |
| <b>Address :</b>                     |   |
| <b>Apt./Suite No. :</b>              |   |
| <b>City :</b>                        |   |
| <b>State :</b>                       | CA  |
| <b>Zip Code :</b>                    | 93306   |
| <b>Telephone :</b>                   |   |
| <b>Email :</b>                       | hobbybug@yahoo.com  |
| <b>Cell Phone :</b>                  |   |
| <b>EIR/EIS Comment :</b>             | Yes   |
| <b>Stakeholder Comments/Issues :</b> | Save Bakersfield High School! It's a historical landmark. |

I013-1 |

I013-2 |

Go somewhere else!



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## Response to Submission I013 (Jessica Smith, September 11, 2011)

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### I013-1

Refer to Standard Response FB-Response-CUL-01.

There are three alternative routes for the HST project in Bakersfield. Two alternatives are north of Bakersfield High School (BHS) and would not impact the campus. One alternative, the BNSF Alternative, would pass just north of the main campus and take the Industrial Arts Building. No alternative would require tearing down BHS.

Refer to Standard Response FB-Response-CUL-01. The Revised DEIR/Supplemental DEIS identified Harvey Auditorium as the only building on the Bakersfield High School campus that meets the criteria for listing in the National Register of Historic Places (NRHP). The California State Historic Preservation Officer (SHPO) concurred with this finding in February 2012. Details are presented in the technical documents for the EIR/EIS; see the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The SHPO also concurred that none of the other buildings or structures on the Bakersfield High School campus meets the criteria for listing in the NRHP, either individually or as a cohesive group, as required for historic districts. Harvey Auditorium is also eligible for listing in the California Register of Historical Resources (CRHR) and is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). None of the other buildings on the Bakersfield High School campus are considered historical resources under CEQA.

### I013-2

Refer to Standard Response FB-Response-SO-08.

There are three alternative routes for the HST in Bakersfield. Two alternatives are located north of Bakersfield High School (BHS) and would not affect the campus. One alternative, the BNSF Alternative, would pass just north of the main campus and take the Industrial Arts Building. No alternative would require tearing down BHS.

Historic surveys have been conducted on BHS. Harvey Auditorium was identified to be eligible for the National Register of Historic Places (NRHP). None of the other buildings was determined to be eligible for the NRHP, and the campus as a whole was determined not to be eligible for the NRHP as an historic district. The State Historic

### I013-2

Preservation Officer has concurred with these determinations.

Submission I014 (Cheri Smith, September 22, 2011)

**Fresno - Bakersfield - RECORD #253 DETAIL**

Status : Action Pending  
Record Date : 9/22/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/22/2011  
Submission Method : Website  
First Name : Cheri  
Last Name : Smith  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Bakersfield  
State : CA  
Zip Code : 93309  
Telephone :  
Email : cheris@bak.rr.com  
Email Subscription : Fresno - Bakersfield  
Cell Phone :  
Add to Mailing List : Yes

Stakeholder  
Comments/Issues : I am an elementary spec. ed. teacher, and feel tearing down an industrial arts building is just another blow to vocational education. Too many high schools no longer provide students with the opportunity to learn career skills for later in life other than the college route. At least BHS still does. There are many students who college isn't the answer and they greatly benefit from vocational programs. Without an IT building BHS would no longer be able to offer this to it's students. The drop out rates will continue to rise if we do not provide opportunities for these non college bound students to be successful, productive adults.

EIR/EIS Comment : Yes

I014-1

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Response to Submission I014 (Cheri Smith, September 22, 2011)

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**I014-1**

Refer to Standard Response FB-Response-SO-08.

Submission I015 (Melonie Smith, October 6, 2011)

|   |   |
|---|---|
| <b>Fresno - Bakersfield (May 2011 – July 2012) - RECORD #461 DETAIL</b> |   |
| Status :  | Action Pending  |
| Record Date :   | 10/6/2011   |
| Response Requested :  | No  |
| Stakeholder Type :  | CA Resident   |
| Submission Date :   | 10/6/2011   |
| Submission Method :   | Project Email   |
| First Name :  | Melonie   |
| Last Name :   | Smith   |
| Professional Title :  |   |
| Business/Organization :   |   |
| Address :   |   |
| Apt./Suite No. :  |   |
| City :  |   |
| State :   | CA  |
| Zip Code :  | NA  |
| Telephone :   |   |
| Email :   | melodan3@sbcglobal.net                                    |
| Email Subscription :  |   |
| Cell Phone :  |   |
| Add to Mailing List :   | Yes   |
| Stakeholder Comments/Issues :   | I demand an extra 60 days to review high-speed rail plans |
| EIR/EIS Comment :   | Yes   |
| Affiliation Type :  | Individual  |
| Official Comment Period :   | Yes   |

I015-1 |

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Response to Submission I015 (Melonie Smith, October 6, 2011)

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**I015-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I016 (Mark Smith, October 10, 2011)

**Fresno - Bakersfield - RECORD #517 DETAIL**

**Status :** Action Pending

**Record Date :** 10/10/2011

**Response Requested :** No

**Stakeholder Type :** CA Resident

**Submission Date :** 10/10/2011

**Submission Method :** Website

**First Name :** Mark

**Last Name :** Smith

**Professional Title :**

**Business/Organization :** self

**Address :**

**Apt./Suite No. :**

**City :** bakersfield

**State :** CA

**Zip Code :** 93312

**Telephone :** 6614772119

**Email :** marksmith@bak.rr.com

**Email Subscription :** All Sections

**Cell Phone :**

**Add to Mailing List :** Yes

**Stakeholder Comments/Issues :** Railroads were invented in the 18th century. Rail is the past. In the 21st century we will have automated cars that operate on conventional roadways. That is the future. The EIR needs to evaluate this alternative as a sincere and realistic possibility. After all, EIRs are supposed to review possible alternatives even if they seem unlikely immediately. People want their cars and this is the future. Otherwise, they will have to take a car to the depot on both ends. Embrace the future.

**EIR/EIS Comment :** Yes

I016-1

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Response to Submission I016 (Mark Smith, October 10, 2011)

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**I016-1**

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-14.

Submission I017 (Stephen L. Snitchler, October 13, 2011)

I017-1

**Re-Think High Speed Rail**

We need more time to review the proposed High Speed Rail plan, which will displace hundreds of homeowners, hundreds of businesses and thousands of acres of farmland. Please extend the comment period by 60 days to allow us to fully review the 17,000 page document.

Signature: *[Handwritten Signature]*  
Full Name (Please Print Clearly): Stephen L. Snitchler  
Address: 10006 Riata Lane  
City: Bakersfield, State: CA Zip: 93306  
Email: Steve @ Kernisland.com

*My child's Christian school is in danger of being closed permanently - for no discernable reason.*

10/13/11 10:08:08 RCVD



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Response to Submission I017 (Stephen L. Snitchler, October 13, 2011)

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**I017-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I018 (Ryan Snow, September 22, 2011)

**Fresno - Bakersfield - RECORD #247 DETAIL**

**Status :** Action Pending  
**Record Date :** 9/22/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 9/22/2011  
**Submission Method :** Website  
**First Name :** Ryan  
**Last Name :** Snow  
**Professional Title :** Legislative Representative 126  
**Business/Organization :** BLET/CSLB  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93307  
**Telephone :** 661-832-1017  
**Email :** rksnow@bak.rr.com  
**Email Subscription :** All Sections, Bakersfield - Palmdale, Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** Railroads are the future . highspeed rail unlike airlines are a cheaper faster and more dependable way of travel . Jobs in this fragile economy have got to be foremost on our minds and high speed rail will provided thousands of much needed jobs . Also allowing people to live in smaller communities while workings in larger ones. While routing seems to be an issue , steps must be taken t ensure minimul disruption of schools and other businesses . Rail is being utilized by every progressive country to aleve transportation and pollution . Please bring High Speed rail to Kern County .  
**EIR/EIS Comment :** Yes

I018-1

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Response to Submission I018 (Ryan Snow, September 22, 2011)

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**I018-1**

Refer to Standard Response FB-Response-GENERAL-09.

Thank you for your comment.

Submission I019 (Evan Snyder, October 11, 2011)

|  |  |
|--|--|
| <b>Fresno - Bakersfield - RECORD #529 DETAIL</b> |  |
| Status :   | Action Pending   |
| Record Date :                                    | 10/11/2011   |
| Response Requested :                             | No   |
| Stakeholder Type :                               | CA Resident  |
| Submission Date :                                | 10/11/2011   |
| Submission Method :                              | Website  |
| First Name :                                     | Evan   |
| Last Name :                                      | Snyder   |
| Professional Title :                             |  |
| Business/Organization :                          |  |
| Address :  |  |
| Apt./Suite No. :                                 |  |
| City :   |  |
| State :  | CA   |
| Zip Code :                                       | 95032  |
| Telephone :                                      |  |
| Email :  | evan_snyder@sbcglobal.net  |
| Email Subscription :                             |  |
| Cell Phone :                                     |  |
| Add to Mailing List :                            | No   |
| Stakeholder Comments/Issues :                    | Has the speed of HST passing the Pixley National Wildlife Refuge and Allensworth Ecological Reserve been set to minimize adverse effects on wildlife in these areas? What speed is contemplated for these areas? |
| EIR/EIS Comment :                                | Yes  |

I019-1

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## Response to Submission I019 (Evan Snyder, October 11, 2011)

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### I019-1

As described in Chapter 2, Alternatives, of the Revised DEIR/Supplemental DEIS, the proposed operating speed is set to meet the travel-time goals for the system. The operating speed of the train through the Allensworth Ecological Reserve and in the vicinity of the Pixley National Wildlife Refuge would be up to approximately 220 miles per hour. Chapter 2 also describes the frequency and locations of dedicated wildlife-crossing structures that will facilitate movement of wildlife species across the alignment. Furthermore, mitigation measures have been designed to minimize and avoid impacts on public lands (e.g., Allensworth Ecological Reserve) and impacts on special-status wildlife species, as described in Section 3.15, Parks, Recreation, and Open Space, and Section 3.7, Biological Resources and Wetlands.

Submission I020 (John S. Somers, October 13, 2011)

I020-1

**Re-Think High Speed Rail**

We need more time to review the proposed High Speed Rail plan, which will displace hundreds of homeowners, hundreds of businesses and thousands of acres of farmland. Please extend the comment period by 60 days to allow us to fully review the 17,000 page document.

Signature: [Handwritten Signature]  
Full Name (Please Print Clearly): John S. Somers  
Address: 5813 Preston Ct.  
City: Bakersfield State: CA Zip: 93309  
Email: \_\_\_\_\_

10-13-11 10:04:08 RCVD

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Response to Submission I020 (John S. Somers, October 13, 2011)

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**I020-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I021 (Roman Sowala, October 13, 2011)

**Fresno - Bakersfield - RECORD #681 DETAIL**

Status : Action Pending

Record Date : 10/13/2011

Response Requested :

Stakeholder Type : CA Resident

Submission Date : 10/13/2011

Submission Method : Website

First Name : Roman

Last Name : Sowala

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City :

State : CA

Zip Code : 93230

Telephone :

Email : sowala4@gmail.com

Email Subscription : Fresno - Bakersfield

Cell Phone :

Add to Mailing List : Yes

Stakeholder Comments/Issues : Directly to the Northwest of my backyard is where the proposed Hanford station will be located. This will of course generate large amounts of traffic, per your studies, thus creating noise that had not been there previously. How will the CHSRA mitigate the increase in noise and traffic 24 hours per day, 7 days per week. Please include this info in the document

EIR/EIS Comment : Yes

I021-1



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## Response to Submission I021 (Roman Sowala, October 13, 2011)

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### I021-1

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 states that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 states that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical

### I021-1

and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers. Section 3.4.5, Environmental Consequences, illustrates that no potential noise impacts due to changes in traffic caused by the project would be recognized. Therefore, no mitigation is necessary for traffic.

Submission I022 (Roman Sowala, October 13, 2011)

|  |  |
|--|--|
| <b>Fresno - Bakersfield - RECORD #682 DETAIL</b> |  |
| Status :   | Action Pending   |
| Record Date :                                    | 10/13/2011   |
| Response Requested :                             |  |
| Stakeholder Type :                               | CA Resident  |
| Submission Date :                                | 10/13/2011   |
| Submission Method :                              | Website  |
| First Name :                                     | Roman  |
| Last Name :                                      | Sowala   |
| Professional Title :                             |  |
| Business/Organization :                          |  |
| Address :  |  |
| Apt./Suite No. :                                 |  |
| City :   |  |
| State :  | CA   |
| Zip Code :                                       | 93230  |
| Telephone :                                      |  |
| Email :  | sowala4@gmail.com  |
| Email Subscription :                             |  |
| Cell Phone :                                     |  |
| Add to Mailing List :                            | No   |
| Stakeholder Comments/Issues :                    | My home is within 250 feet of the proposed tracks to West of my property in the Ponderosa Neighborhood. What mitigation will the CHSRA have for minimizing the sound that the train will generate? Please include this information in the document |
| EIR/EIS Comment :                                | Yes  |

I022-1 |

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## Response to Submission I022 (Roman Sowala, October 13, 2011)

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### I022-1

Refer to Standard Response FB-Response-N&V-05.

An address was not provided for this residence. The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.7, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.6 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS ) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3

### I022-1

provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

Submission I023 (Roman Sowala, October 13, 2011)

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**Fresno - Bakersfield - RECORD #686 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/13/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/13/2011  
**Submission Method :** Website  
**First Name :** Roman  
**Last Name :** Sowala  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 93230  
**Telephone :**  
**Email :** sowala4@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** I currently hunt on property that the tracks are proposed to run through. Will there be a distance that we will need to stay away from the tracks while hunting? Please include info in the EIR document  
**EIR/EIS Comment :** Yes

I023-1 |

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Response to Submission I023 (Roman Sowala, October 13, 2011)

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**I023-1**

There will be no hunting restrictions outside the HST system right-of-way, which will be fenced.

Submission I024 (Roman Sowala, October 13, 2011)

|  |   |
|--|---|
| <b>Fresno - Bakersfield - RECORD #690 DETAIL</b> |   |
| Status :   | Action Pending  |
| Record Date :                                    | 10/13/2011  |
| Response Requested :                             |   |
| Stakeholder Type :                               | Business  |
| Submission Date :                                | 10/13/2011  |
| Submission Method :                              | Website   |
| First Name :                                     | Roman   |
| Last Name :                                      | Sowala  |
| Professional Title :                             |   |
| Business/Organization :                          |   |
| Address :  |   |
| Apt./Suite No. :                                 |   |
| City :   |   |
| State :  | CA  |
| Zip Code :                                       | 93230   |
| Telephone :                                      |   |
| Email :  | sowala4@gmail.com   |
| Email Subscription :                             |   |
| Cell Phone :                                     |   |
| Add to Mailing List :                            | No  |
| Stakeholder Comments/Issues :                    | My home is located in the Ponderosa Neighborhood, although supposedly not directly in the path of the tracks. My home sits approx. 250 feet from the proposed alignment which will have a depreciative value on my home. Will there be any compensation given to any homeowners that are within a certain distance of the tracks? Please include info in the documents. |
| EIR/EIS Comment :                                | Yes   |

I024-1 |

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## Response to Submission I024 (Roman Sowala, October 13, 2011)

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### I024-1

Refer to Standard Response FB-Response-SO-02, FB-Response-SO-01.

For information about potential HST project impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

Submission I025 (Roman Sowala, October 13, 2011)

|  |   |
|--|---|
| <b>Fresno - Bakersfield - RECORD #691 DETAIL</b> |   |
| Status :   | Action Pending  |
| Record Date :                                    | 10/13/2011  |
| Response Requested :                             |   |
| Stakeholder Type :                               | Business  |
| Submission Date :                                | 10/13/2011  |
| Submission Method :                              | Website   |
| First Name :                                     | Roman   |
| Last Name :                                      | Sowala  |
| Professional Title :                             |   |
| Business/Organization :                          |   |
| Address :  |   |
| Apt./Suite No. :                                 |   |
| City :   |   |
| State :  | CA  |
| Zip Code :                                       | 93230   |
| Telephone :                                      |   |
| Email :  | sowala4@gmail.com   |
| Email Subscription :                             |   |
| Cell Phone :                                     |   |
| Add to Mailing List :                            | No  |
| Stakeholder Comments/Issues :                    | The EIR states that properties(home in my case) within 1,400 feet of the tracks will be severely impacted. Will these owners be relocated at the CHSRA's expense or will the owners be bought out of their property? Please include info in the document. |
| EIR/EIS Comment :                                | Yes   |

I025-1



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## Response to Submission I025 (Roman Sowala, October 13, 2011)

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### I025-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project where the whole parcel or a portion thereof would be acquired by the project are provided in Volume III.

Submission I026 (Roman Sowala, October 13, 2011)

|  |  |
|--|--|
| <b>Fresno - Bakersfield - RECORD #692 DETAIL</b> |  |
| Status :   | Action Pending   |
| Record Date :                                    | 10/13/2011   |
| Response Requested :                             |  |
| Stakeholder Type :                               | Business   |
| Submission Date :                                | 10/13/2011   |
| Submission Method :                              | Website  |
| First Name :                                     | Roman  |
| Last Name :                                      | Sowala   |
| Professional Title :                             |  |
| Business/Organization :                          |  |
| Address :  |  |
| Apt./Suite No. :                                 |  |
| City :   |  |
| State :  | CA   |
| Zip Code :                                       | 93230  |
| Telephone :                                      |  |
| Email :  | sowala4@gmail.com  |
| Email Subscription :                             |  |
| Cell Phone :                                     |  |
| Add to Mailing List :                            | No   |
| Stakeholder Comments/Issues :                    | The San Joaquin Valley Railroad train tracks runs to the North of my home on an existing corridor. What impacts will be generated once your train is in operation since the city of Visalia to the East of Hanford has said that the San Joaquin Valley Railroad tracks will be used to shuttle people to the proposed Hanford station? Please include info in the EIR |
| EIR/EIS Comment :                                | Yes  |

I026-1

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## Response to Submission I026 (Roman Sowala, October 13, 2011)

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### I026-1

The potential for using the San Joaquin Valley Railroad for commuter rail service in the future is described in Section 1.3.5 of the EIR/EIS.

Submission I027 (Roman Sowala, October 13, 2011)

**Fresno - Bakersfield - RECORD #695 DETAIL**

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested :  
Stakeholder Type : Business  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : Roman  
Last Name : Sowala  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93230  
Telephone :  
Email : sowala4@gmail.com  
Email Subscription :  
Cell Phone :  
Add to Mailing List : No  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

I027-1

The proposed tracks to the East of Hanford are planned to run parallel to tall high powered wires on the West side of the tracks. Is there not a specific distance that the tracks need to be away from these powerlines? If these powerlines were to topple over, they would directly fall on top of the tracks. Please include the info in the document.

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## Response to Submission I027 (Roman Sowala, October 13, 2011)

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### I027-1

Section 3.11 (Safety and Security) of the EIR/EIS evaluates the potential safety hazard of industrial or agricultural facilities adjacent to the HST alternative alignments, such as tall silos and distillation columns, as well as bulk storage facilities for flammable materials. Like power transmission towers, tall industrial and agricultural structures pose a safety hazard because they could potentially topple onto HST facilities, and accidents, severe weather, or terrorist acts could possibly result in explosions. The EIR/EIS found that because the likelihood of a catastrophic industrial accident adjacent to the HST alignment is low, the hazards from nearby facilities are considered to have negligible intensity under NEPA and would be less than significant under CEQA. The same conclusion is reached for the hazard of a transmission tower collapse adjacent to the HST alignment for the following reasons:

- Industry and government standards ensure the safe construction, operation, and maintenance of electrical transmission towers in the Central Valley. Therefore, the probability is low of a catastrophic failure of a transmission tower occurring adjacent to the HST alignment as a train is passing by.
- Many transmission towers are located adjacent to railroads and highways throughout the Central Valley, including those along the HST alternative alignments. There is no available information to indicate that any of these towers have undergone a catastrophic failure in the past several decades, let alone a failure that toppled the tower or attached wires onto a transportation corridor.

Submission I028 (Roman Sowala, October 13, 2011)

**Fresno - Bakersfield (May 2011 – July 2012) - RECORD #696 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/13/2011  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Businesses And Organizations  
**Submission Date :** 10/13/2011  
**Submission Method :** Website  
**First Name :** Roman  
**Last Name :** Sowala  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 93230  
**Telephone :**  
**Email :** sowala4@gmail.com  
**Cell Phone :**  
**EIR/EIS Comment :** Yes  
**I028-1 | Stakeholder Comments/Issues :** How much funding will be needed to patrol the proposed alignment against any terrorist acts?  
**I028-2 |** Will the fence along the tracks be electrified?  
**I028-3 |** If so, how will the CHSRA mitigate roaming animals from being electrified?  
**I028-4 |** Can the electrical fence pose any danger to any of the different federally protected animals?

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## Response to Submission I028 (Roman Sowala, October 13, 2011)

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### **I028-1**

The cost of system security activities is included in the Operating and Maintenance cost estimate for the project, which is provided in Section 5.3 (Operating and Maintenance Costs) of the EIR/EIS. The fence along the alignment will be equipped with security monitoring systems but it will not be electrified. Therefore, there will be no danger of electrocution to people or animals that come into contact with the fence.

### **I028-2**

The fence along the tracks will not be electrified.

### **I028-3**

The cost of system-security activities is included in the Operating and Maintenance cost estimate for the project and is provided in Section 5.3 (Operating and Maintenance Costs) of the EIR/EIS. The fence along the alignment will be equipped with security monitoring systems but it will not be electrified. Therefore, there will be no danger of electrocution to people or animals that make contact with the fence.

### **I028-4**

The cost of system security activities is included in the Operating and Maintenance cost estimate for the project, which is provided in Section 5.3 (Operating and Maintenance Costs) of the EIR/EIS. The fence along the alignment will be equipped with security monitoring systems but it will not be electrified. Therefore, there will be no danger of electrocution to people or animals that come into contact with the fence.

Submission I029 (Roman Sowala, October 13, 2011)

**Fresno - Bakersfield - RECORD #698 DETAIL**

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested :  
Stakeholder Type : Business  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : Roman  
Last Name : Sowala  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93230  
Telephone :  
Email : sowala4@gmail.com  
Email Subscription :  
Cell Phone :  
Add to Mailing List : No  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

I029-1

The proposed tracks are to run about 250 feet to the West of my property. There is farmland directly to the North of my property that will have the tracks pass on the edge of the Westside of the property. This farmland is sprayed several times per year with either a herbicide or pesticide. If spraying takes place at the property to the North I assure you that as these trains pass every 6 minutes at the estimated 220MPH, we will get a drift with any Southbound trains. How does the CHSRA propose to keep harmful pesticides from drifting into my property affecting my plants, animals and family? Please include info in the EIR.



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## Response to Submission I029 (Roman Sowala, October 13, 2011)

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**I029-1**

Refer to Standard Response FB-Response-AG-05.

See Volume I, Section 3.14, Impact AG#11 for information on the impacts on aerial pesticide spraying.

Submission I030 (Roman Sowala, October 13, 2011)

|  |  |
|--|--|
| <b>Fresno - Bakersfield - RECORD #699 DETAIL</b> |  |
| Status :   | Action Pending   |
| Record Date :                                    | 10/13/2011   |
| Response Requested :                             | No   |
| Stakeholder Type :                               | Business   |
| Submission Date :                                | 10/13/2011   |
| Submission Method :                              | Website  |
| First Name :                                     | Roman  |
| Last Name :                                      | Sowala   |
| Professional Title :                             |  |
| Business/Organization :                          |  |
| Address :  |  |
| Apt./Suite No. :                                 |  |
| City :   |  |
| State :  | CA   |
| Zip Code :                                       | 93230  |
| Telephone :                                      |  |
| Email :  | sowala4@gmail.com  |
| Email Subscription :                             |  |
| Cell Phone :                                     |  |
| Add to Mailing List :                            | No   |
| Stakeholder Comments/Issues :                    | There is a proposed station in Hanford to be built to the Northwest of our home within 500 feet. How will the CHSRA mitigate the lighting emitting from the parking lot and station?<br>Please include info in the document. |
| EIR/EIS Comment :                                | Yes  |

I030-1

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## Response to Submission I030 (Roman Sowala, October 13, 2011)

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### I030-1

Refer to Standard Response FB-Response-AVR-03.

See Mitigation Measure AVR-MM#2a, Incorporate Design Criteria for Elevated and Station Elements That Can Adapt to Local Context, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

Submission I031 (Roman Sowala, October 13, 2011)

|  |   |
|--|---|
| <b>Fresno - Bakersfield - RECORD #700 DETAIL</b> |   |
| <b>Status :</b>                                  | No Action Required  |
| <b>Record Date :</b>                             | 10/13/2011  |
| <b>Response Requested :</b>                      | No  |
| <b>Stakeholder Type :</b>                        | Business  |
| <b>Submission Date :</b>                         | 10/13/2011  |
| <b>Submission Method :</b>                       | Website   |
| <b>First Name :</b>                              | Roman   |
| <b>Last Name :</b>                               | Sowala  |
| <b>Professional Title :</b>                      |   |
| <b>Business/Organization :</b>                   |   |
| <b>Address :</b>                                 |   |
| <b>Apt./Suite No. :</b>                          |   |
| <b>City :</b>                                    |   |
| <b>State :</b>                                   | CA  |
| <b>Zip Code :</b>                                | 93230   |
| <b>Telephone :</b>                               |   |
| <b>Email :</b>                                   | sowala4@gmail.com   |
| <b>Email Subscription :</b>                      |   |
| <b>Cell Phone :</b>                              |   |
| <b>Add to Mailing List :</b>                     | No  |
| <b>Stakeholder Comments/Issues :</b>             | During the construction of the proposed tracks there will be an increase in heavy equipment on our County roads. Who will be flipping the bill to cover the additional destruction of our roads? Will there be additional patrolling of our roadways due to the increase in traffic during construction? Who will pay for the extra patrolling? Please include this info in the EIR document. |
| <b>EIR/EIS Comment :</b>                         | Yes   |

I031-1 |

I031-2 |

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## Response to Submission I031 (Roman Sowala, October 13, 2011)

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### I031-1

As part of the contract terms, construction contractors will be required to repair damage they have caused to public roads.

### I031-2

No additional patrolling of roads is envisioned as necessary during project construction. This submission provides no evidence that there would be any need for additional patrolling.

Submission I032 (Roman Sowala, October 13, 2011)

**Fresno - Bakersfield - RECORD #701 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/13/2011  
**Response Requested :** No  
**Stakeholder Type :** Business  
**Submission Date :** 10/13/2011  
**Submission Method :** Website  
**First Name :** Roman  
**Last Name :** Sowala  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 93230  
**Telephone :**  
**Email :** sowala4@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** My home is approx. 250 feet from the proposed tracks. Will there be any ground vibration generated from the passing of the train? If so, will it be significant enough to have any long term effects on the foundation of my home? Is the CHSRA planning to mitigate the vibration? If so, how?  
**EIR/EIS Comment :** Please include this info in the EIR.  
Yes

I032-1

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## Response to Submission I032 (Roman Sowala, October 13, 2011)

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### I032-1

The vibration impact assessment is primarily designed to identify the potential human annoyance from vibration from HST operations for buildings with vibration-sensitive uses, as described by the FRA and Federal Transit Administration land use categories. However, all buildings in close proximity to the proposed alignments were assessed for potential structural damage from HST operations and/or construction. The potential for damage from vibration from HST operations is limited to extremely fragile building locations within 30 feet of the tracks. The HST right-of-way width varies from 120 feet for at-grade tracks to approximately 60 feet for elevated fill to approximately 45 feet for elevated structures. In general, the area of impact is therefore within or close to the project right-of-way. Typical buildings, such as residences, located outside this distance would not have the potential for damage from vibration.

Agricultural resources, such as crops, would not be affected by noise and vibration from HSTs.

As described in EIR/EIS Section 3.4.3, locations with potential vibration impacts in the project corridor are because of the potential for annoyance effects from HST operations. While the vibration at these locations might be felt by receivers, it would be well below the thresholds for damage to structures. It is helpful to note that the vibration levels generated by passing HSTs would generally be less than the levels generated by freight trains in the Study Area. If this alternative is chosen as the build alternative, a more detailed vibration study will be done to determine the vibration levels to the buildings. If the more detailed studies show vibration levels above the impact level, feasible and reasonable mitigation measures will be studied to reduce the vibration levels below the impact levels.

Submission I033 (Cynthia St John-Dennis, October 12, 2011)

**Fresno - Bakersfield - RECORD #652 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/12/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/12/2011  
**Submission Method :** Website  
**First Name :** Cynthia  
**Last Name :** St John-Dennis  
**Professional Title :** Once a Driller, ALWAYS a Driller  
**Business/Organization :** 3rd generation alumni  
**Address :**  
**Apt./Suite No. :**  
**City :** Tehachapi  
**State :** CA  
**Zip Code :** 93561  
**Telephone :** 661-304-8197  
**Email :** mrsirap@live.com  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** STOP this project NOW!!!

I033-1

Any one or all of the reasons listed below are all legitimate reasons why NOT to build this train and take out Bakersfield High School.  
1) Property is the site where the first Bakersfield Hospital was built.  
2) What is now known as Elm Grove was once used as the hospitals necessities were "disposed" of. All remains have been removed but this was the site of a hospital "cemetery"  
3) Supreme Court Judge Earl Warren attended school at this site. There is a building there named after him.. This building was originally the first local accredited junior college.  
4) Kern Union High School, opened in 1893. The school is well over 100 years old, 103 years to be exact.  
5) The only local school which had a mascot named after one of Kern Counties greatest business opportunities, OIL, which is still very prevelant in the local, state and nation wide oil production. Teams were varsity "drillers", junior varsity were not familiar with these terms, well do some oil history research.  
6) There is an undeniable pride and loyalty to this school, and there isn't another school in the area, possibly in the state that has such a STRONG alliance with this school. Over the years and generations, this school still perpetuates: "Once a Driller, ALWAYS a Driller". Local alumni think so highly and proudly of this school as if it was part of the collegient Pack Twelve.  
7) I am a third generation student through this school and my great grand father ( Louis Leckliter ) taught Mechanical Arts.

This school has too much local history just to NOT throw all of that history and sentiment away. Do NOT build the train through Bakersfield High School!!!!

**EIR/EIS Comment :** Yes



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Response to Submission I033 (Cynthia St John-Dennis, October 12, 2011)

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**I033-1**

Refer to Standard Response FB-Response-SO-08.

Because the boundaries of the Elm Grove Park are not within the area of direct impact associated with any of the proposed project alternatives in Bakersfield, a "potter's field" at the site of Elm Grove Park, if present and intact, would not be adversely affected by project-related activities because no mechanism (i.e., ground disturbance) to cause impacts is proposed at this location.

Submission I034 (Mary Anne Steele, October 12, 2011)

|  |   |
|--|---|
| <b>Fresno - Bakersfield - RECORD #653 DETAIL</b> |   |
| <b>Status :</b>                                  | No Action Required  |
| <b>Record Date :</b>                             | 10/12/2011  |
| <b>Response Requested :</b>                      |   |
| <b>Stakeholder Type :</b>                        | CA Resident   |
| <b>Submission Date :</b>                         | 10/12/2011  |
| <b>Submission Method :</b>                       | Website   |
| <b>First Name :</b>                              | Mary Anne   |
| <b>Last Name :</b>                               | Steele  |
| <b>Professional Title :</b>                      | taxpayer  |
| <b>Business/Organization :</b>                   |   |
| <b>Address :</b>                                 |   |
| <b>Apt./Suite No. :</b>                          |   |
| <b>City :</b>                                    | Bakersfield   |
| <b>State :</b>                                   | CA  |
| <b>Zip Code :</b>                                | 93301   |
| <b>Telephone :</b>                               | 661-324-1869  |
| <b>Email :</b>                                   | mamas1951@aol.com   |
| <b>Email Subscription :</b>                      | Fresno - Bakersfield  |
| <b>Cell Phone :</b>                              |   |
| <b>Add to Mailing List :</b>                     | Yes   |
| <b>Stakeholder Comments/Issues :</b>             | This route has tremendous adverse impact on prime farm land, homes, businesses, and the heart of Bakersfield.. Both alternatives would rip a gigantic hole through central Bakersfield, and destroy historic structures, particularly the Bakersfield High School campus .A route which minimizes the impact to farmland and avoids the congested area of downtown Bakersfield would be better. |
| <b>EIR/EIS Comment :</b>                         | Yes   |

I034-1

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Response to Submission I034 (Mary Anne Steele, October 12, 2011)

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**I034-1**

Refer to Standard Responses FB-Response-GENERAL-10, FB-Response-GENERAL-14, and FB-Response-SO-08.

Submission I035 (Brian Stepanek, October 9, 2011)

**Fresno - Bakersfield - RECORD #480 DETAIL**

Status : Action Pending  
Record Date : 10/9/2011  
Response Requested : No  
Stakeholder Type : CA Resident  
Submission Date : 10/9/2011  
Submission Method : Website  
First Name : Brian  
Last Name : Stepanek  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93711  
Telephone :  
Email : flyfresno@yahoo.com  
Email Subscription :  
Cell Phone :  
Add to Mailing List : No  
Stakeholder Comments/Issues : Please keep the Fresno Chaffee Zoo and the strict accreditation tests that they must pass periodically in mind when you plan the routing and other details of the section of high speed rail line that will pass through Fresno.  
EIR/EIS Comment : Yes

I035-1

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## Response to Submission I035 (Brian Stepanek, October 9, 2011)

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### I035-1

The location referenced in your letter, Roeding Park and Chaffee Zoo, lies within the project footprint for the Merced to Fresno Section of the HST project, which adjoins the Fresno to Bakersfield Section in Fresno. The Final EIR/EIS for the Merced to Fresno Section was issued in April 2012. The construction and project impacts on Roeding Park and the Chaffee Zoo are discussed in Section 3.15.5.3, Parks and Recreation, of the Merced to Fresno Final EIR/EIS.

Submission I036 (Michael Stevens, October 7, 2011)

10-07-11P01:06 RCVD

Board of Directors  
California High Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I036-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Michael Stevens  
[Name]

\_\_\_\_\_  
[Organization]  
10-4-11  
Date

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Response to Submission I036 (Michael Stevens, October 7, 2011)

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**I036-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I037 (Kay Stigall, September 26, 2011)

09-26-11P04:23 RCVD

Board of Directors  
California High Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I037-1 | We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Kay Stigall  
[Name]

[Organization]

9/19/2011  
Date



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Response to Submission I037 (Kay Stigall, September 26, 2011)

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**I037-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I038 (Karen J. Stout, October 12, 2011)



**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814**

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814**

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Karen J. Stout  
Organization/Organización: Stout Farms  
Address/Domicilio: 2250 9th Ave Kings County  
Phone Number/Número de Teléfono: 559 381-6352  
City, State, Zip Code/Ciudad, Estado, Código Postal: LATON, CA 93242-9620  
E-mail Address/Correo Electrónico: \_\_\_\_\_  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I038-1

In looking at p.68, 18 & 39, CB 1817, Vol. III Part 1 of 2 Section A - Alignment Plans, Alignment H, there is a great impact to my property from section 1530 - 1553. Two houses (one mobile home) are alliminated plus severe damage to the farm operation. I also lose over a 100 walnut trees due to the Cairo Ave overcrossing - even more trees will need to be removed due to an access road to the east side of this 20 acre. Five houses are alliminated on the downslope (eastern side) of the Cairo Ave. overcrossing. Recommendation 2 If alignment was moved to west, the overcrossing could be between 9th & 9th Aves on Cairo Ave. there are no houses there (one set back I think). This slight change would save 8 houses and not require an additional irrigation well for me and not take out two domestic wells of mine. Hitting my parcels - 002-120-066 & 067 toward the end of my irrigation tank, creates much less impact than dividing these parcels at the head of the irrigation run. I am impacted from 1528 - 1552, plus the western side of Cairo Ave overpass. Right now my 20 (002-120-069) will lose more than 240 trees from alignment & overpass not counting loss from access road. - Eighth house 002-120-048, Gus & Sandra Sanchez.

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## Response to Submission I038 (Karen J. Stout, October 12, 2011)

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### I038-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03, FB-Response-AG-04, FB-Response-GENERAL-02, FB-Response-SO-01.

Project design changes in the Final EIR/EIS have reduced impacts in this area because there is no longer an overcrossing proposed at Cairo Avenue. Please review the updated alignment plans provided in Volume III.

Land owners will be compensated with just compensation as determined in the appraisal process, including the value of any displaced residences and loss of farmland. Age of permanent plantings (such as walnut tree orchards) is an element of comparison and will be considered and analyzed in the appraisal process. Future production is an inherent element of the appraised value.

If the HST splits an agricultural parcel, any diminution in value to a property owner's remaining parcel(s) will be estimated by the appraiser through the appraisal process. This involves appraising the remainder as it contributes to the whole property value before acquisition, then appraising the remainder in the after condition as a separate parcel as though the project was constructed (i.e. as bisected by the HST), and including any estimated "cost to cure" damages to remainder, e.g., cost of re-establishing irrigation systems, replacing wells, etc. The difference between these "before" and "after" values is termed as severance damages and will reflect any loss in value the remainder due to the construction in the manner proposed.

Submission I039 (Karen J. Stout, October 12, 2011)



**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)

**Public Hearings**  
**September 2011**

Please submit your completed comment card at the  
end of the meeting, or mail to:

**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

**La Sección de Fresno a Bakersfield del Tren de Alta**  
**Velocidad** Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)

**Audiencias Públicas**  
**Septiembre del 2011**

Por favor entregue su tarjeta completada al final de la  
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September  
28, 2011. Comments must be received electronically, or  
postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28  
de Septiembre del 2011. Los comentarios tienen que ser  
recibidos electrónicamente, o matasellados, el o antes  
del 28 de Septiembre del 2011.

Name/Nombre: Karen J. Stout  
Organization/Organización: \_\_\_\_\_  
Address/Domicilio: 2250 9th Ave Kings County  
Phone Number/Número de Teléfono: \_\_\_\_\_  
City, State, Zip Code/Ciudad, Estado, Código Postal: LATON, CA 93242-9620  
E-mail Address/Correo Electrónico: \_\_\_\_\_  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- I039-1 My understanding from your press release October 5th is  
that I can submit my comments now on the current  
EIS alignment, and I can submit some comments  
later on my 'H' alignment the Spring of 2012.
- I039-2 In the Spring of 2012, I will be able to make  
comments on the new western alternative as well.  
Is this true? I hope you make more of an effort  
to make the rail path along the edges and ends of  
parcels of property.
- I039-3 Which major transportation corridor are you intending  
to follow?
- I039-4 The I5 corridor is still your best choice. You can  
let business build up around the rail, instead of displacing  
existing businesses and residents in Fresno+Bakersfield.  
You could plan a light-rail from Fresno to connect to a  
station on I5. Since you claim the objective of moving  
people from L.A. to S.F. this is a good fit.

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## Response to Submission I039 (Karen J. Stout, October 12, 2011)

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### **I039-1**

Comments were received on the Draft EIR/EIS through the release of the Revised DEIR/Supplemental DEIS. Comments could also be provided on the Revised DEIR/Supplemental DEIS from its release in July 2012 to October 19, 2012, a public review period of 90 days.

This is not a right-of-way issue.

### **I039-2**

Refer to Standard Response FB-Response-GENERAL-02.

The HST right-of-way would sever parcels. The Authority and FRA have made great efforts to minimize severance through alignment selection and careful project design. Engineering constraints, primarily related to maintaining high-speed curves in this HST Project area, do require deviation from transportation corridors in several areas along the alignment. In addition, alternatives such as the Wasco-Shafter, Allensworth, and Corcoran bypasses deviate from that corridor to avoid direct impacts on parks or businesses and residences in the smaller cities that do not have stations. These factors all contribute to parcel severance, and in addition support a reduction in community impacts in comparison to a route that stayed solely within existing transportation corridors. The Authority will consider the effects of severance during the right-of-way acquisition process. The Authority will acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Act (42 U.S.C. Ch. 61). The Uniform Relocation Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Relocation Act, see Section 3.12 of the RDEIR/SDEIS (Socioeconomics, Communities, and Environmental Justice) and FB-Response-SO-01. The project must also adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the RDEIR/SDEIS. Information about acquisition, compensation, and relocation assistance is also available at the Authority's website.

### **I039-3**

Refer to Standard Response FB-Response-GENERAL-02.


### **I039-4**


Refer to Standard Response FB-Response-GENERAL-02.



Submission I040 (Karen J. Stout, October 12, 2011)

1

**CALIFORNIA**  
High-Speed Rail Authority

  
10-12-11 P02:06 RCVD

**Comment Card**  
**Tarjeta de Comentarios**

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**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
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**Septiembre del 2011**

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Name/Nombre: Karen J. Stout  
Organization/Organización: Stout Farms  
Address/Domicilio: 2250 9th Ave Kings County  
Phone Number/Número de Teléfono: 559-381-6352  
City, State, Zip Code/Ciudad, Estado, Código Postal: LADON, CA 93242-9620  
E-mail Address/Correo Electrónico: \_\_\_\_\_  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I040-1 According to the highlights of the Draft Environmental Impact Report/Statement p.7 the Agricultural Lands chart states that, the HST will convert a minimum of 2,192 acres on 4 (four) different combinations of alignment alternatives. I want to know if these numbers reflect just the rail's path or the rail lines and the over and underpasses. Does this also include the switching stations, paralleling stations, heavy maintenance facilities; and city and regional passenger stations?

I040-2 Since you haven't done a detailed study or EIR/EIS on an I-5 alignment you can't show me or anyone a comparison to this number. The I-5 corridor looks like a reasonably feasible alternative that you needed to study in detail to comply with the requirements you need to follow for acquisition of Williamson Act land. What and when did you study the I-5 corridor? To what degree of detail?

I040-3 From looking at the Farmland Mapping+Monitoring Program maps of 2008-2010, I can definitely state that there will be less

I040-3

I040-4

2

PRIME Farmland and farmland of Statewide Importance affected and converted to nonagricultural use along the I-5. There are many more acres of Grazing Land along the I-5 than along the alignment alternatives in this EIR/EIS. Since PRIME and Statewide Importance Farmlands are superior to Unique and Local Importance farmland the alignment now through Kings County and the Central San Joaquin has more of the two superior classifications of the "Important Farmland."

Also, by the definition of PRIME Farmland the PRIME Farmland here in the Central San Joaquin is not equal, but better than the PRIME Farmland along the I-5. Along I-5 PRIME Farmland does not have a dependable water supply. This California drought of 2009 with its loss of permanent crops, trees and vines, proves the water supply is not dependable. Therefore, our PRIME Farmland along these alignments are unreplaceable.

The number of acres too small to economically farm on this same chart is very small. I would guess too small. Again, is this number before over and underpasses and stations? How did you define remnants and size of acres separated from original parcel? And how do you define "too small to be economically farmed"? I know I don't want a small triangle that is more points than tillable land.

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Response to Submission I040 (Karen J. Stout, October 12, 2011)

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**I040-1**

Refer to Standard Response FB-Response-GENERAL-04.

See Volume I, Section 3.14, Impact AG#4 for information on the permanent conversion of agricultural land.

**I040-2**

Refer to Standard Response FB-Response-GENERAL-02.

**I040-3**

Refer to Standard Response FB-Response-GENERAL-02 and FB-Response-GENERAL-04.

**I040-4**

Refer to Standard Response FB-Response-AG-03.

For information on uneconomic parcels, see Volume I, Section 3.14, Impact AG#5.

Submission I041 (Karen J. Stout, October 12, 2011)

Karen J. STOUT Kings County  
2250 9th Ave LATON, CA 93242-9620  
(559) 381-6352

10-12-11P02:16 RCVD

Why are you trying to sneak this project through. Why ~~wasn't~~ <sup>were</sup> property owners along the route notified personally by address? You know the impacted parcels. These owners should have been told they were impacted.

Two years ago a letter was sent to the house asking permission to get on the property. We, in fact, did not answer that letter. The alignment was on the west side of Highway 43 at that time. The middle of MAY a post card came to the mailbox addressed "Resident". This postcard did not state that this address was impacted. I did not attend this meeting because I was under the impression that the alignment was still on the west side of Hwy 43. A week later a neighbor told me the train route was right through my property. I had no idea.

First I thought it would go behind my mother-in-law's house on the east side of 9th Ave - 2179. On June 7th I went to the Fairgrounds CHSRA public information and question evening at 5 p.m. I looked at the 'H' alignment and asked the authority representative where that yellow line goes exactly. He just told me this is only one of the alignment alternatives and not be too concerned. I asked if this goes in front or behind my mother-in-law's house. No answer was given.

I then went to the assessors office to get my apn #'s. Thought I'd make it easy for whoever needed to answer my questions. Then I went to the county planning department.

I041-1

On June 24th

They gave me a paper with Jeff Abercrombie's telephone number on it. I was told he is in charge of my area. I went home and called Jeff Abercrombie's office; I spoke to a female staff member and gave her my Apn numbers of my 6 parcels, asked about my houses. I never got a return call. Three to four weeks after that I get a call from Jeff Abercrombie himself. He asked me if I ever got my original call returned. I told him I spoke to someone from his office, but never received any answers to my questions. So I proceeded to give him my addresses of my houses to learn the impacts. He never returned my call to this day.

I had to seek out any information I could find on my own. I learned from others that were impacted where they found information. Then one map showed my mobile home across the street from the house in question before would be taken/removed. So, I thought my mother-in-law's home would be missed.

Then I looked at your CDrom once you opened the office in Hanford, and saw the fence lines were more than 100'. I called this office and asked about it. The young man said it's 120' when it comes through my place. So, the house my mother-in-law lives in is taken/removed too. It was just a little before this that the neighbor said the overpass on my cross street would have stretch into my walnut trees as it stretch



Submission I041 (Karen J. Stout, October 12, 2011) - Continued

-3

came up the west side and over the rail way. Just on this 20 acre parcel, I will ~~lose~~ 105 trees for the overpass, 137 trees for the rail path, and I don't know how many more for the access road to get to the east side of my property and the neighbor's access to his remnant as well. When are you going to put the access roads on the maps? We all of us impacted - still do not have a full picture of how much loss we will suffer.

I don't know why the HST people could not tell me my impacts. I had to dig for it. Then I thought I knew, then, what another piece of bad news.

Now, if Souther minds do not prevail, I will live on a dead-end street. I will have to go 4 miles around to get to the other side of my place. That means pick-ups to check water twice a day when irrigating. Tractors will need to go around too. I thought I'd have to go 4 miles around to get to my mother-in-law who is ailing, but I don't know where she will be. Don't know where my 87 year old mother in the mobile home will be either.

You should have told property owners from the beginning what impacts they would have. I don't know why you are so sneaky. If you stand behind your project, you shouldn't

-4

have a problem defending it.

You are not putting it on a major transportation corridor like Proposition 1A stated. You are not up front with your impacts. You can not defend this acquisition of PRIME farmland. You must have something to hide. Why have you treated property owners this way? We have a right to know the impacts, so we can at least tell our story. This PRIME farmland can not be replaced.

According to your draft summary, August 2011, Fresno to Bakersfield Table S-3 pg. S-36, you state under A#1, Project Impacts, "Permanent Conversion of Agricultural Land to Nonagricultural use, A#-mm#1 your mitigation measure: You will "Preserve the total amount of prime, statewide, local, and unique farmland." There is no way to do that. You can not just take one acre of producing land, create a diagonal cut through a productive grove or field and replace that acre with another someplace else. Many farmers have removed trees, rocks, even canals to make their acreage "efficient" operation. Now with these new turn-arounds at your fences we lose more than just what is in your path. We will lose a minimum of 35' on each side of your fenced path. This is to turn our tractor and implement around. Many farmers use larger equipment than I need in my walnuts, which translates into even more unproductive area. Are you going to pay for the tree

I041-2

I041-3

Submission I041 (Karen J. Stout, October 12, 2011) - Continued

I041-3

-5

removal in your path, as well as the trees I need removed to make these new turn-arounds? We need to be compensated for these extra trees and/or loss of productive ground. Have you figured these extra costs? My trees and my neighbors vineyard will be more costly for you to acquire.

And what about my irrigation? Both of my irrigation wells will be cut off from half or more of the fields they now service. First I heard, you will not allow water under your rail bed. Then I heard we will have a cement culvert with a solid pipe. We need a legal easement if that is the case. I want the right to fix any problem in a timely manner. If I don't have a legal easement, I could lose my crop if it isn't watered in a timely manner. Worse yet, I could lose my trees. Other farmers need water more often than me. How am I to get water to my cut off sections? On the east side of the street, I have more cut off from water than does have water.

How close to the fence (your fence) will you allow an irrigation well and pump? My systems well & pump on the west side of the street is very close to your fence. You take two dwelling and two domestic wells and are very close to my irrigation well & pump. We dug that one there because the other one caved in. One could put a car in that hole. These are some of my personal questions.

---

## Response to Submission I041 (Karen J. Stout, October 12, 2011)

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### I041-1

This was not a comment on the EIR/EIS. The Public Outreach Team responded directly to the commenter.

### I041-2

Refer to Standard Responses FB-Response-GENERAL-10, FB-Response-GENERAL-16, and FB-Response-AG-01.

### I041-3

Refer to Standard Response FB-Response-AG-04.



Submission I042 (Karen J. Stout, October 12, 2011)

I042-1

Karen J. Stout Kings County 51  
2250 9th Ave, LATON CA 93242-9620 10-12-11PU2:16 RCVD  
(559) 381-6351

Regarding Ag. Lands 3.14-29, 'C', BNSF alternative alignment, "Important Farmlands + farmlands protected by Williamson Act and FSZ contracts occur along most of the BNSF alternative alignment." The majority of the farmland in the vicinity of the BNSF alternative is classified as the two most productive of the four classifications of Important Farmland. You also state: "The largest concentration of FSZ contract lands occurs in the vicinity of the alternative in Kings County."

I'd like to know how many parcels you may see along I5 are under the Williamson Act? Have a Farmland Security Zone contract? Seems that the I5 corridor would be a reasonably feasible alternative with less parcels in the Williamson Act or under a preserved contract. I know all my land at this time is under the Williamson Act.

All but one of my neighbors are in the Williamson Act or preserved by the Farmland Security Zone contracts.

Has a comparison been made to compare the I5 corridor with the alignment through northeastern Kings County? I do not refer to this as the BNSF corridor because the alignment is usually at least four or more miles away from those tracts.

According to the above cited section Important Farmland and farmland protected by Williamson

I042-1

Karen J. Stout  
Cont. 2

Act and FSZ contracts occur along most of the "BNSF alternative alignment." The majority is Prime + Statewide Important Farmlands. These are the best two types of the four Important Farmlands.

According to Table 3.14-6 p.33 the BNSF alternative has a total of 2,313 acres of combined Williamson Act land and FSZ land. The number in truth is higher than this number because the non-renewable acres are not included. On my parcels, four acres plus of producing area can be added to your number. Since you do not include non-renewable Williamson Act acres many more acres are under production than you claim. The majority of our two 2 1/2 acre home sites are under production.

Do you have an agriculture person on the authority board? Are you consulting an agriculture expert? You need to realize the importance of these producing acres.

Surely you could pick a route with less "Important farmlands" impacted. An alternative should be studied and included for comparison and this EIR/EIS should be resubmitted.

---

Response to Submission I042 (Karen J. Stout, October 12, 2011)

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**I042-1**

Refer to Standard Response FB-Response-GENERAL-04 and FB-Response-AG-07.

For information on the economic effects on agriculture, see Volume I, Section 3.12, Impact SO #16.

Submission I043 (John Stuber, September 15, 2011)

I043-1

Dear California High Speed Train  
Authority:

The new alignment of the  
High Speed railroad tracks  
between Fresno and Bakersfield  
will cause our Farm to use  
even more diesel fuel be-  
cause we will need to move  
tractors and tools down to  
Kansas avenue from our shop  
and back to the other side  
of the field. It will also  
cause us legal problems to  
establish ~~some~~ easements through  
the neighboring dairies.

Your Friend:  
Mr. John Stuber

09-15-11P03:03 RCVD

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Response to Submission I043 (John Stuber, September 15, 2011)

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**I043-1**

Refer to Standard Response FB-Response-AG-02.

Submission I044 (Paul Stuber, October 12, 2011)

 **CALIFORNIA** High-Speed Rail Authority 10-12-11P02:10 RCVD **Comment Card** 50  
**Tarjeta de Comentarios**

**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.  
El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Paul Stuber  
Organization/Organización: Stuber Farms  
Address/Domicilio: 20020 9th Ave  
Phone Number/Número de Teléfono: 559-779-2405  
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230  
E-mail Address/Correo Electrónico: pjbarbstuber@hughes.net  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I044-1 The proposed rail route cuts through the middle of my field. By  
shortening the row length doubles the trips to the field to inspect  
irrigate and manage a crop. It takes 1400 trips to the field  
plus moving equipment, servicing, and by cutting off the  
back half, a 17 mile round trip to the field. I don't see  
how this project is saving 87% greenhouse gas emissions  
as advertised. The added cost make me wonder if this  
land will be feasible to keep in production. Compare this  
impact with following existing transportation or utility  
corridors as was originally specified in the proposition. This  
added cost and environmental impacts will influence our  
farming operation forever. Please consider all the costs  
before proceeding. The impact on just my one field has  
not been considered in the EIR/EIS. How can we know if  
these losses will be compensated? How can we make plans  
to finance and improve our operations when the CHSRA's  
plans are so incomplete and inconsistent.

I044-2

I044-3



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## Response to Submission I044 (Paul Stuber, October 12, 2011)

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### I044-1

Refer to Standard Response FB-Response-AQ-03.

### I044-2

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-10.

Project cost estimates for the Fresno to Bakersfield HST are included in Chapter 5 of the Revised DEIR/Supplemental DEIS. The cost of the statewide HST System has been evaluated in the Revised 2012 Business Plan (Authority 2012a), which was made available to the public on April 2, 2012.

### I044-3

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-AG-01, FB-Response-SO-01.

Submission I045 (Paul Stuber, October 12, 2011)



**Fresno to Bakersfield High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)  
**Public Hearings**  
**September 2011**

**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
Proyecto de Informe de Impacto Ambiental/  
Declaración de Impacto Ambiental (EIR/EIS)  
**Audiencias Públicas**  
**Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814**

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Paul Stuber  
Organization/Organización: Stuber Farms  
Address/Domicilio: 20020 8th Ave, Hanford, CA  
Phone Number/Número de Teléfono: 559-779-2405 cell 559-584-5825  
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230  
E-mail Address/Correo Electrónico: pjbarbstuber@hughes.net  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I045-1 I have lived and farmed on my place for 48 years and have loved and designed long irrigation runs for efficiency. By cutting through the middle of my field it will double the trips around the field for irrigation, inspection, operations adding to 1200 trips per year. It will add \$17 milles round trip for each trip. Have the EIR people considered these extra miles in their report. Are we going to be compensated? Are you going to buy that land and retire it from production? What are you going to feed the increased population with? Why hasn't the impact of spending this HSR money on water development been considered? ~~Hasn't~~ If the valley hasn't enough water to support the population, who will be here to ride it in the future?

I045-2

I045-3

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## Response to Submission I045 (Paul Stuber, October 12, 2011)

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### I045-1

Refer to Standard Response FB-Response-AG-04, FB-Response-AG-02.

### I045-2

Refer to Standard Response FB-Response-AG-04, FB-Response-AG-02, FB-Response-AG-03, , FB-Response-SO-01.

### I045-3

While water development is an important issue throughout California, it is not related to the purpose and need for the HST project. The purpose and need for the proposed project is described in Chapter 1.0 of the EIR/EIS.

Submission I046 (Mary Ellen Swaffel, October 7, 2011)

10-07-11P01:00 RCVD

Board of Directors  
California High Speed Rail Authority  
770 L Street, Suite 800  
Sacramento, CA 95814


Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I046-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

  
[Name]

[Organization]

9/30/11  
Date

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Response to Submission I046 (Mary Ellen Swaffel, October 7, 2011)

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**I046-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I047 (Kirk Tathwell, October 6, 2011)

|   |   |
|---|---|
| <b>Fresno - Bakersfield - RECORD #1411 DETAIL</b> |   |
| Status :  | Action Pending  |
| Record Date :                                     | 10/6/2011   |
| Response Requested :                              | Yes   |
| Stakeholder Type :                                | CA Resident   |
| Submission Date :                                 | 10/6/2011   |
| Submission Method :                               | Website   |
| First Name :                                      | Kirk  |
| Last Name :                                       | Tathwell  |
| Professional Title :                              |   |
| Business/Organization :                           |   |
| Address :   |   |
| Apt./Suite No. :                                  |   |
| City :  |   |
| State :   | CA  |
| Zip Code :  | 93561   |
| Telephone :                                       |   |
| Email :   | ktathwell@yahoo.com   |
| Email Subscription :                              | All Sections  |
| Cell Phone :                                      |   |
| Add to Mailing List :                             | Yes   |
| Stakeholder Comments/Issues :                     | The interactive map shows travel time between San Francisco and Los Angeles to be 147 minutes. This is an average of 170 miles per hour. Here are my questions:<br>1. What is the TOTAL travel time, counting stops, from San Francisco to Los Angeles?<br>2. What is the anticipated ticket cost for this trip?<br>3. How long are the stops in Gilroy, Fresno, Bakersfield, etc.?<br>4. At what speed will the train go through the Tehachapi Pass?<br>5. Will new tracks be laid in the Tehachapi Pass? If so, where will they go?<br>Thank you,<br>Kirk |
| EIR/EIS Comment :                                 | Yes   |

I047-1

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## Response to Submission I047 (Kirk Tathwell, October 6, 2011)

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### I047-1

Refer to Standard Response FB-Response-GENERAL-23.

The service plan contains a mix of non-stop and several-stop trains. In full build-out, trip times could range from 2 hours 40 minutes for a non-stop train to up to 3 hours and 40 minutes for a train making all stops and being overtaken by faster trains.

Trains are anticipated to need 90 seconds to load and unload passengers through multiple doors at platforms that are level with the car floor and bottom of door.

The trains will operate at up to 220 miles per hour between Bakersfield and Palmdale.

The specific alignment is still in environmental review. Broadly described, it would be a new alignment separate from the freight line with significant lengths of tunnel between Bakersfield and Mojave. The alternatives under consideration can be found on the Authority's website.



Submission I048 (Jeff Taylor, September 27, 2011)

**Jim Eggert**

**From:** City\_Council  
**Sent:** Tuesday, September 27, 2011 10:51 AM  
**To:** Jeff Taylor; bakersfield mayor; Couch, David; Harold Hanson; jacquesullivan@sbcglobal.net; russjohnson77@yahoo.com; Salas, Rudy; sbenham@sbcglobal.net; Weir, Ken  
**Cc:** Brad Underwood; Jim Eggert; Steven L. Teglia  
**Subject:** ATTN: All Members please

Dear Mr. Taylor:  
Your e-mail has been provided to Mayor Hall, Councilmembers and staff. Thank you for providing input and sharing your ideas and concerns regarding the High Speed Rail project.  
Sincerely,  
Roberta Gafford, CMC  
City Clerk

**From:** Jeff Taylor [mailto:californiafisherman@bak.rr.com]  
**Sent:** Monday, September 26, 2011 7:05 PM  
**To:** City\_Council  
**Subject:** ATTN: All Members please

Honorable Bakersfield Council Members,

I am a resident and business owner within the Bakersfield community and I wish to inform you of the many concerns that I have about the harm that the High Speed Rail project as it is currently planned will cause our community.

I oppose the Authority's plan to unnecessarily destroy an unacceptable number of Bakersfield City and surrounding area's infrastructure, homes, churches, businesses and schools by the Authority's plan to construct the Rail project directly through the middle of our long established city. Our city corporation yard is affected. Our police garage is affected. Our oldest Bakersfield landmark - Bakersfield High School is affected. Our Robobank civic center is affected. Our Mercy Hospital is affected. Our city staff parking lot is affected.

I048-1 The Authority does not have to destroy so much of our community to build their project. The authority could easily locate the rail alignment and station location somewhere outside the established Bakersfield community. Relocation of the station and rails outside our established neighborhoods would eliminate most if not all of the negative impacts that the Authority's current alignment plans will cause our community. It is worthy of note that the Authority's plan for the rail alignment in the Fresno area does not pass directly through their downtown community and due to that reasonable alignment; the project negatively affects far fewer citizens.

As planned the project will destroy over 230 homes in our relatively small community. It will displace at least 700 residents, it will destroy between 110 and 280 businesses affecting between 800 and 1350 jobs and it will destroy between 7 and 8 churches in our community. These are an unacceptable number of negative impacts that will be unnecessarily caused to our Bakersfield community by the Authority's poor planning.

I048-2 I oppose the H.S.R. Authority's common practice of not sufficiently informing property owners that their properties are at risk of demolition or value degradation by the project. I have never been informed by the Authority that my family residence is directly in the middle of their planned alignment. I have never been

I048-2 informed by the Authority that my two business locations are directly in the middle of their planned alignment. I was informed of this by a citizen group located in the bay area on September 8th of this year. This notification was nearly halfway into the EIR/EIS review and comment period.

Local governments properly notify citizens of proposed zone change and conditional use permits to sufficiently inform the citizens where the zone change or C.U.P. properties are located in relation to the citizen's property. Proper notification provides the citizens an opportunity to be involved in the planning process. Proper notification was not given to the negatively affected citizens of the state concerning rail alignment locations. That omission has put the citizens of the entire state at a huge and unfair disadvantage because they were unable to be involved in the planning process of the project.

I048-3 I oppose the Authorities plan to demolish as many as 8 churches, a religious school and a Hindu mission in our moderately sized community. I believe that our religious freedoms that are guaranteed by the Constitution of the United States will be violated by such unnecessary government heavy handedness. These are churches and schools that have been serving their community in long established neighborhoods. When they are destroyed, they will not be able to relocate in the neighborhoods that they serve.

I048-4 I currently oppose the project as planned due to the insufficient amount of funds that are available to effectively begin construction of the project and I currently oppose the project because the amount of funds that will be necessary to complete the project have been grossly underestimated and the source of future funding is undetermined. I oppose the project because the unjustifiably high cost of the project will eliminate funding of important infrastructure projects well into the future.

The project has received a very small amount of Federal funds in relation to the amount of funding that will be necessary to complete the project. The project is located entirely within the state of California and it will be funded almost entirely by state of California tax payers. I believe that the Federal government has way too much power over this project. This is not an interstate project so I believe that it should NOT be managed by the Federal Railroad administration. The State of California should be in charge of this project because our California state leaders would better look after the best interests of their citizens.

The individuals working for the Federal agencies that are planning and managing the High Speed Rail project are accountable to no one in the state of California and they are unnecessarily harming the interests of Californians and a large number of the Bakersfield citizens that you serve. The Federally managed H.S.R. project has inexplicably exempted itself from our California Environmental Quality Act or CEQA standards and the Authority has ignored our California environmental standards as it drafted the project's EIR/EIS documents. These are environmental standards that all other projects located in the state of California are required to meet. The Authority's exemption of the project from our California state environmental standards is inexcusable. The Authority must be held accountable for this inexcusable omission.

Our state cannot afford this project. The Authority has planned this project in an extremely unethical and non transparent manner. I will never support a project that denies my fellow citizens their constitutionally protected religious freedoms by destroying so many of their neighborhood sanctuaries. I will never support a project that destroys our local culture and our community's quality of life. Our livelihoods, businesses, homes and city infrastructure are being threatened by the Authority's plan and I will not support those kinds of unnecessary negative impacts to our community.

I048-5 The 3,300 page EIR/EIS documents are too voluminous, technically difficult and confusing for citizens to review and effectively respond to in the insufficiently brief 60 day review and comment period. I believe that the review and comment period should be extended to a more reasonable 6 month period.



Submission I048 (Jeff Taylor, September 27, 2011) - Continued

Please do what is necessary to relocate the rail alignments to a less destructive location outside our established community. Please hold the Authority accountable for their uncooperative heavy handedness. Please protect our citizens from the unacceptably negative consequences of the High Speed Rail Authority's poorly planned project and please protect our citizens from the negative consequences that the Authority's poorly drafted EIR will cause our community.

Please consider proposing a vote of no confidence of the management, planning and EIR document preparation of the High Speed Rail Authority project at the next City Council meeting. Many other city governments throughout the state have done so. Your vote of no confidence will make an important statement of support of your community citizen's best served interests.

Respectfully Submitted,

Jeff Taylor  
1624 Country Breeze Place  
Bakersfield, CA 93312 (661) 332-1773

**From:** Stacey Hungerford [mailto:shungerford@bak.rr.com]  
**Sent:** Wednesday, September 21, 2011 7:55 PM  
**To:** Sue Stone  
**Subject:** Fwd: High Speed Railway

Stacey

Begin forwarded message:

**From:** Anil Mehta <anilmehtamd@yahoo.com>  
**Date:** September 21, 2011 2:22:00 PM PDT  
**To:** undisclosed recipients ;  
**Subject:** Fw: High Speed Railway  
**Reply-To:** Anil Mehta <anilmehtamd@yahoo.com>

Dear Fellow Meditators,

We need your help. See the following letter which was sent to our elected officials. If you can contact any members of the city council, Board of Supervisors, or State and Federal elected officials, please do so. That will help us a lot.

Anil Mehta

**Subject:** High Speed Railway

I am a practicing physician in Bakersfield and President of Chinmaya Mission Bakersfield, which consists of 300 families as our members. Our building on 1723 Country Breeze Pl is in the path of the High Speed Railway. As per the notice, our church building will be demolished for this project.

We, the citizens of Bakersfield, are strongly opposed to this project. It seems they do not have enough money to finish the segment that they are planning right now in the valley. With the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. This will end up as a "train to nowhere" just like Senator Stevens "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.

We would hence request you to use your influence to block this project.

Thank you,

Sincerely,

Anil Mehta, M.D.

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## Response to Submission I048 (Jeff Taylor, September 27, 2011)

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### **I048-1**

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

As discussed in Chapter 2, Alternatives, of the Revised DEIR/Supplemental DEIS, the Authority, in cooperation with the affected stakeholders, developed a hybrid alternative alignment for the Bakersfield subsection to address substantive comments received during public and agency review of the Draft EIR/EIS. The Authority and FRA identified the Bakersfield Hybrid Alternative to carry through the environmental analysis. While the Bakersfield Hybrid Alternative would require reduced speeds and would impact the overall travel times mandated by the California State Legislature, it provides the advantage of avoiding the Bakersfield High School campus and reduces the number of religious facilities and homes that would be affected in east Bakersfield. Please refer to Section 3.12.5 in Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Revised DEIR/Supplemental DEIS for a discussion of community impacts associated with the alternatives through Bakersfield.

### **I048-2**

Refer to Standard Response FB-Response-GENERAL-16.

### **I048-3**

Refer to Standard Response FB-Response-SO-01.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, for effects on religious facilities. Please refer to Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. These measures will apply to schools, churches, city and county property, as well as other important facilities. The Authority will consult with these respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure that the relocation allows the community currently served to continue to access these services. This mitigation measure will be effective in minimizing the impacts of the project by completing new facilities before necessary relocations, and by involving affected facilities in the process of identifying new locations for their operations.

### **I048-4**

Refer to Standard Response FB-Response-GENERAL-17.

This comment assumes that a lead agency must define its project based on available funding. CEQA includes no such rule, and courts cannot impose procedural or substantive requirements beyond those explicitly stated in the statute or Guidelines (Pub. Res. Code § 21083.1). Such a rule would force lead agencies to re-define their projects every time funding changes, which would result in direct conflict with the "rule of reason" that governs EIRs (Laurel Heights Improvement Assn. v. UC Regents [1988] 47 Ca1.3d 376, 406-407).

### **I048-5**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I049 (Jeff Taylor, October 4, 2011)

|   |   |
|---|---|
| <b>Fresno - Bakersfield (May 2011 – July 2012) - RECORD #430 DETAIL</b> |   |
| Status :  | Action Pending  |
| Record Date :   | 10/4/2011   |
| Response Requested :  |   |
| Stakeholder Type :  | CA Resident   |
| Submission Date :   | 10/4/2011   |
| Submission Method :   | Website   |
| First Name :  | Jeff  |
| Last Name :   | Taylor  |
| Professional Title :  | Founder   |
| Business/Organization :   | Ethics over Politics  |
| Address :   |   |
| Apt./Suite No. :  |   |
| City :  | Bakersfield   |
| State :   | CA  |
| Zip Code :  | 93312   |
| Telephone :   |   |
| Email :   | californiafisherman@bak.rr.com  |
| Email Subscription :  | Bakersfield - Palmdale  |
| Cell Phone :  |   |
| Add to Mailing List :   | Yes   |
| Stakeholder Comments/Issues :   | Your poorly drafted and ridiculously lengthy EIR/EIS document is too voluminous, technically difficult, and confusing for the countless citizens of the state that will be negatively impacted by the project to understand and make effective comments within the insufficiently brief 60 day review and comment period. YOU MUST GRANT A 60 DAY EXTENSION FOR REVIEW AND COMMENT IN ORDER TO ALLOW THE CITIZENS A REASONABLE AMOUNT OF TIME TO RESPOND TO YOUR MISLEADING AND INSUFFICIENT EIR/EIS DOCUMENT. IT WILL BE UNETHICAL FOR YOU NOT TO DO SO. |
| EIR/EIS Comment :   | Yes   |
| Affiliation Type :  | Individual  |
| Official Comment Period :   | Yes   |

I049-1

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Response to Submission I049 (Jeff Taylor, October 4, 2011)

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**I049-1**

Refer to Standard Response FB-Response-GENERAL-07.

Submission I050 (Cindy Taylor, October 13, 2011)

RECEIVED

10-13-11 12:45 RCVD

Page 1 of 11

This is my comment on the Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

Date: October 10th, 2011  
My Name is: Cindy Taylor  
My address is: 1624 Country Breeze Place  
Bakersfield, CA 93312

I am a resident of and conduct business in the Bakersfield community. I wish to inform you of the many objections that I have about the California High Speed Rail Draft Environmental Impact Statement/Report for the Fresno-Bakersfield portion of the project. **It is my explicit understanding that I will have an opportunity to comment on the ENTIRE EIR in the spring when the Authority releases it.** I am alarmed by the harm that the High Speed Rail project, as it is currently planned, will cause my Bakersfield city and surrounding community.

**The High Speed Rail Authority did not inform property owners that their properties were at risk as they planned the project:**

The HSR Authority has not informed property owners that their properties are at risk of demolition or value degradation by the project. The official notification letter from the California HSR Authority that I received in mid August of 2011 was vague, deceptive, misleading and legally deficient in that it failed to indicate that my home would be subject to demolition by the project. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and it is an abuse of trust by persons in positions of authority. If I had relied solely on the August letter, I would not have been compelled to review and comment on the EIR/EIS documents and I would have suffered economic and legal standing damages. The high speed rail has committed errors and omissions in their dishonest notifications to property owners.

I have never been properly informed by the Authority that my family residence is directly in the middle of their planned rail alignment. Thousands of other property owners throughout the state have not been properly notified that their properties are at risk. I have never been properly informed by the Authority that my two business locations are directly in the middle of their planned rail alignment. Thousands of business owners throughout the state have not been properly notified that their businesses are at risk. This unethical and illegal practice has unjustly put the property owners of California at a huge disadvantage. It has prevented them from being a part of the HSR planning process and it has tricked them into not realizing the importance of their reviewing the EIR document and commenting on it within the 60 day review and comment period. I was informed about my property being at risk by a citizen group located in the bay area on September 8th of this year. **This notification was nearly halfway into the EIR/EIS review and comment period.**

Local governments properly notify citizens of proposed zone change and conditional use permits to sufficiently inform the citizens where the zone change or C.U.P. properties are located in relation to the citizen's property. Proper notification provides the citizens an opportunity to be involved in the planning process. Proper notification was not given to the negatively affected citizens of the state concerning rail alignment locations. **That error and omission has put the citizens of the entire state at a huge and unfair disadvantage because they were illegally shut out of the planning process of the project but more importantly, they have been denied their opportunity to review and comment on the EIR which puts the**

Page 2 of 11

I050-1

*citizens at a huge legal and economic disadvantage.* The Authority's common practice of not properly informing impacted citizens of the state is inexcusable, unethical and betrays the citizens of the state of California.

**The EIR/EIS documents are too voluminous and complicated for the public to be able to review, understand and comment on in the insufficiently brief 60 day review and comment period:**

NEPA and CEQA standards mandate that EIR and/or EIS documents must be written in plain language so that the public can understand the meaning of the documents. *The EIR is not drafted in language that common citizens can understand.* The technical jargon and technical engineering drawings make the document too complex for the general public to be able to understand.

NEPA and CEQA standards also mandate that an EIR/EIS draft document should be no more than 105 pages in length but they allow an extremely complex proposal such as the HSR project to be up to 300 pages in length. The EIR/EIS document has over 3,300 pages of complex and confusing data. *The EIR/EIS documents are too voluminous, technically difficult and confusing for citizens to review and effectively respond to in the insufficiently brief 60 day review and comment period.*

I050-2

**The Authority is planning to construct the rail alignment and station directly through the heart of our long established Bakersfield community. The destruction caused by the project to our Bakersfield community will be unacceptably severe. The multitude of extremely negative impacts that the project will cause our community cannot possibly be mitigated:**

The Authority's current plan to construct the HSR project directly through the heart of our long established city will unnecessarily destroy an unacceptable number of Bakersfield City and surrounding area's infrastructure, homes, churches, businesses and schools. Our city corporation yard is affected. Our police garage is affected. Our oldest Bakersfield landmark - Bakersfield High School is affected. Our Rabobank Convention Center is affected. Our Mercy Hospital is affected. Our city staff parking lot is affected.

As planned the project will destroy as many as 240 homes in our relatively small community. It will displace as many as 730 residents. The project will destroy as many as 280 businesses affecting as many as 1,350 jobs and it will destroy as many as 8 churches in our community. These are an unacceptable number of negative impacts that will be unnecessarily caused to our Bakersfield community by the Authority's poor planning. The project will destroy our local culture and our community's quality of life. Our livelihoods, businesses, homes and infrastructure are being threatened by the Authority's plan to unnecessarily cause such negative impacts to our community.

I050-3

**The Authority does not have to destroy so much of our community to build their project. The authority could easily relocate the rail alignment and station location somewhere outside the established Bakersfield community. Relocation of the station and rails outside our established neighborhoods would eliminate all of the negative impacts that the Authority's current alignment plans will cause our community. The Authority must do what is necessary to relocate the rail alignments to a less destructive location outside of our established Bakersfield community.**



Submission I050 (Cindy Taylor, October 13, 2011) - Continued

Page 3 of 11

Prior to beginning construction of the HSR project, the government must assess the potential environment impacts under NEPA (Federal) and/or CEQA (State & Local) regulations:

Pursuant to NEPA regulation (40 CFR 1500-1508), project effects are evaluated based on the criteria of context and intensity. **Substantial effects** would result in long-term physical division of an established community, relocation of substantial numbers of residential or commercial businesses, and effects on important community facilities. Pursuant to CEQA Guidelines, the project would have a **significant impact** if it would:

Physically divide an established community.

Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.

According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District. The rail alignment will *displace 239 homes, 282 businesses, and 7 churches including a Christian school and a Hindu Mission*. This alignment would alter community social interactions and community cohesion, and would change the physical character of our entire Bakersfield community. **These impacts would be substantial under NEPA and significant under CEQA.**" See EIR at 3.12-50.

"The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community displacing 228 homes, 109 businesses and 8 churches including a Christian school and a Hindu Mission. This alignment would alter community social interactions and community cohesion, and would change the character of our entire Bakersfield community. **These impacts would be substantial under NEPA and significant under CEQA.**" See EIR at 3.12-52.

The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our local community. **The only possible mitigation to the multitude of unacceptably devastating negative impacts that the High**

Page 4 of 11

**Speed Rail project will cause our Bakersfield community is to relocate the rail and station location to an area outside our metropolitan community.**

**The Authority's plan to destroy so many of our churches and religious schools deny citizen's our Constitutional right to practice our religious beliefs:**

The Authority plans to demolish as many as 8 churches, a Christian school and a Hindu mission in our moderately sized community. *The religious freedoms that are guaranteed every American citizen by the Constitution of the United States will be violated by such unnecessary government heavy handedness.* These are churches and schools that have been serving their community in long established neighborhoods. When they are destroyed, they will not be able to relocate in the neighborhoods that they serve. *The Authority is denying the Bakersfield citizens their constitutionally protected religious freedoms by destroying so many of our neighborhood sanctuaries.*

**The Authority has unlawfully exempted itself from California Environmental Quality Act or CEQA guidelines as the Authority drafted the EIR/EIS documents:**

The California High Speed Rail Authority was established in 1996 as a state entity. However, the Authority has inexplicably exempted itself from our California Environmental Quality Act or CEQA standards and guidelines. CEQA standards and guidelines are much higher and more detailed than the National Environmental Protection Act or NEPA guidelines and standards that the Authority has illegally adopted in its preparation of the project's EIR/EIS documents. The HSR project is not an interstate project; the project is located entirely in the state of California. *Therefore, the High Speed Rail project must follow the CEQA environmental standards and guidelines that all other projects located in the state of California are required to meet.*

**The EIR/EIS documents are poorly written and confusing:**

The Authority is considering two different rail alignments through the heart of Bakersfield. They were the "Blue" line and the "Red" line prior to the EIR/EIS document. The EIR now identifies the Blue line as the "BNSF Alternate" and the Red line as the "Bakersfield South Alternate" however in the documents that contain the rail profile maps, the routes are designated B1 and B2 and the maps that show impacted parcels are not even identified.

**The Authority irresponsibly provided insufficient hard copies of the EIR/EIS documents to the Bakersfield community for review purposes:**

*Only one hard copy of the 3,300 page EIR was provided for our community of 500,000 citizens to review which is malicious, irresponsible and insufficient.* There is one hardcopy EIR/EIS document available at the Beale Library in Bakersfield for citizens to review. Volume I is six inches thick (the biggest 3-ring binder I have ever seen). Volume II isn't much smaller. The third volume comprises six one inch plus thick books of maps. *The voluminous and complicated documents are too difficult to review and understand on a computer screen. Furthermore, many residents in our community do not have easy access to a computer.*

Submission I050 (Cindy Taylor, October 13, 2011) - Continued

Page 5 of 11

I050-8 | **The description of the High Speed Rail project is incomplete:**

The EIR fails to describe the whole project. Without a description of all aspects of the project that could impact the environment, the EIR cannot be complete. The EIR fails to describe the electrical facilities necessary to operate the project including transmission lines to and from sources for the entire project including the stations. For this reason or reasons, it is not possible for the EIR to accurately and adequately describe the project's impacts and mitigation measures.

The EIR maps show two alternative routes in the Bakersfield community that abruptly end at Baker Street. The Authority plans to analyze the remainder of East Bakersfield in a future EIR. The City of Bakersfield, private property owners, citizens and business owners located beyond the current EIR study are put at a huge legal and economical disadvantage due to the Authority's incomplete, non specific and pathetically poor planning.

The Authority has not determined the rail alignment route from the southern San Joaquin Valley to the Los Angeles area. The Authority has not determined if they are going to construct their project over the Tehachapi Mountains to desert communities or over the Grapevine mountains to Los Angeles communities. The Authority has not completed environmental studies that are necessary to determine if it is even possible to construct the *high speed* rail project over the Tehachapi or the Grapevine Mountains.

The fact of the matter is that the HSR Authority has not even begun to complete the planning that is necessary to begin construction of the HSR project.

I050-9 | **The High Speed Rail Authority is conducting their business in an irresponsible, deceiving and dishonest manner:**

On the same shelf that the EIR/EIS documents were stored at the Beale library to be reviewed by the public, there was a stack of California HSR Authority Comment cards located next to the documents. On October 7th, 2011 all of the available HSR comment cards had the original comment period of August 15 to September 28, 2011. None of the cards had the yellow stamp on them informing citizens of the extended comment period date for the Fresno to Bakersfield HSR Train Draft EIR/EIS deadline of October 13. The librarian confirmed that these were the only comment cards that the HSR Authority had ever made available to the public. *Anyone wanting to use these cards to make a comment would be maliciously deceived into believing that the review and comment period deadline had passed and therefore would be discouraged into not submitting a comment.*

I050-10 | **The HSR Authority has not provided the EIR/EIS documents in Spanish language:**

This inexcusable omission has put the Spanish speaking public at a huge disadvantage. The omission has deprived Spanish only speaking citizens of their right to protect their economic and future legal standing by depriving them of an opportunity to comment on the EIR within the review and comment period.

Page 6 of 11

I050-11 | **The EIR does not adequately offer effective mitigation measures to address the negative financial impacts to the property values of an unnecessarily large number of properties in the Bakersfield community:**

The EIR does not adequately offer effective mitigation measures to address the negative financial impacts to property owners or city properties that will be forced to relocate City infrastructure, homes and businesses. The EIR does not adequately address the method by which the property owners that are forced to surrender their properties through the eminent domain process will be compensated.

The EIR does not adequately offer effective mitigation measures to address the extremely negative financial impacts caused by the project to community properties that will remain within sight and sound distance of the project.

The EIR does not adequately offer effective mitigation measures to address the extremely negative impacts to the property values of various properties that are designated within the alternate rail alignments for possible demolition, but have not yet been selected. The EIR as written unnecessarily puts many private property and community property asset values at risk.

I050-12 | **The EIR does not adequately offer effective mitigation measures to address the negative impacts that the project will cause Bakersfield community's historically significant and culturally important community assets:**

The EIR does not correctly identify SR-204 or Union Avenue as an historic resource. Caltrans has determined that Historic US 99 or SR 204 from Airport Drive to Brundage Lane meets the National Register of Historic places (NRHP) criteria. The California State Historic Preservation Office (SHPO) concurred with Caltrans's determination and has agreed to add SR 204 to the Master List of State-owned Historical Resources. However, *the EIR does not recognize SR 204 at Union Avenue as having sufficient historical significance to be considered in the report.*

*The EIR does not adequately offer effective mitigation measures to address the destruction of Bakersfield High School's historically significant and culturally important buildings that are located north of 14th Street or offer reasonable and necessary mitigation measures to address replacement of the historically significant and culturally important buildings on a campus with very limited space.*

**The EIR/EIS document does not offer effective mitigation measures to a multitude of problems that the project will cause our Bakersfield and surrounding community. Many of the mitigation measures offered in the EIR are vague and insufficient. Furthermore, there are no possible effective mitigation measures for multitudes of excessively negative impacts that the project as planned will cause our Bakersfield and surrounding community:**

I050-13 | The EIR does not adequately offer effective mitigation measures to address the extremely negative visual character changing impacts that the project will cause a large percentage of Bakersfield and surrounding area citizens by the Authority's current plan to construct elevated rail structures as high as 80 feet directly through the heart of our established community. It is a fact that the extremely negative visual and aesthetic impacts that an elevated high speed train operation will cause the community cannot be adequately mitigated. *The visual change that an elevated rail system will cause to our Bakersfield community will be dramatic and not negligible as concluded in the EIR.*



Submission I050 (Cindy Taylor, October 13, 2011) - Continued

Page 7 of 11

I050-13

The EIR does not adequately offer effective mitigation measures to address the extremely negative visual impacts that the project will cause a large percentage of Bakersfield and surrounding area citizens from the huge amount of graffiti that the elevated rail structures and sound walls will undoubtedly invite. Necessary mitigation measures to address who will be responsible for removal of graffiti is not addressed in the EIR.

I050-14

The EIR does not adequately offer effective mitigation measures to address the extremely negative noise impacts that the project will cause our Bakersfield community during and after construction. The noise that a high speed train will create as it travels 65 to 80 feet high will travel an unacceptably long distance from the rail location. The mitigation measures submitted to address noise in the EIR are insufficient, vague and in many cases deemed as being optional.

The EIR does not adequately offer effective mitigation measures to address the extremely negative vibration impacts that the project will cause to our community by the project's close proximity to remaining structures.

I050-15

The EIR does not adequately offer effective mitigation measures to address the extremely negative hurricane force winds that a 220 mile per hour train will create. The dust that will be lifted by the vortex of the train will be substantial. However, no mitigation is offered. Effective mitigation measures to address Valley Fever and other pathogens that will be born into the air by the 220 MPH train have not been addressed. The rail alignment as planned will dissect many farm operations. Various pesticide, herbicide, fungicide and other harmful residues will be born into the air by the high winds created by the high speed train, but no effective mitigation has been offered.

I050-16

The EIR does not adequately offer effective mitigation measures to address the increased traffic caused by the project on existing downtown Bakersfield city streets due to the HSR Authority's current plan to construct the rails and the station in the heart of our Bakersfield city. Increased emergency vehicle response times will also be caused by the added congestion but have not been adequately addressed in the EIR.

The EIR lists street names that do not exist and addresses that are not located anywhere near the proposed rail alignment, thereby drawing the entire document's accuracy into question.

The EIR does not adequately offer effective mitigation measures to address the elimination of a vital connector road on Palm Avenue. The Authority plans to dissect the Palm Avenue thoroughfare into two dead end cul-de-sacs. This will negatively impact existing traffic circulation in a large part of the surrounding community and cause negative impacts to response times for emergency services.

The EIR does not adequately offer effective mitigation measures to address the closing of Hayden Court and the negative impacts to all of the businesses along that street.

The EIR does not adequately offer effective mitigation measures to address the extremely negative impacts to our community's traffic circulation that will be caused during construction of the project.

The EIR does not adequately offer effective mitigation measures to address the destruction of available community parking for existing business and city buildings caused by the project or offer reasonable and necessary mitigation measures to relocate adequate parking availability.

Page 8 of 11

I050-16

The EIR does not adequately offer effective mitigation measures to address the extremely negative impacts to our community's Bakersfield Commons project that is currently in the planning stages located on N.W. corner of Brimhall and Coffee roads.

The EIR does not adequately offer effective mitigation measures to address how the H.S.R. project as planned will destroy the City's corporation yard facilities or offer reasonable and necessary mitigation measures to address relocation of the Corporation yard facilities.

The EIR does not adequately offer effective mitigation measures to address the destruction of Bakersfield's Police department garage facilities or offer reasonable and necessary mitigation measures to address relocation of the Police garage facilities.

The EIR does not adequately offer effective mitigation measures to address the destruction of one half of the existing parking lot for city staff or offer reasonable and necessary mitigation measures to address replacement of the necessary parking.

I050-17

The EIR does not adequately offer effective mitigation measures to address the negative impacts on Bakersfield's culturally important and economically significant Rabobank convention center by the Authority's plan to destroy a large portion of the convention center's parking lot that is located South of the existing railroad tracks or offer reasonable and necessary mitigation measures to address replacement of the vitally necessary parking.

The EIR does not adequately offer effective mitigation measures to address the negative impact on Bakersfield's culturally important and economically significant Rabobank convention center by the Authority's plan to destroy the loading area of the facility.

The EIR does not adequately offer effective mitigation measures to address the negative impact on Bakersfield's culturally important and economically significant Rabobank convention center by the Authority's plan to destroy the pedestrian bridge from the parking lot to the convention center.

I050-18

The EIR does not adequately offer effective mitigation measures to address the destruction of Bakersfield's Mercy Hospital's property or offer reasonable and necessary mitigation measures to address replacement of the Hospital property.

The EIR does not adequately offer effective mitigation measures to address the destruction of or the replacement of the Bakersfield City Credit Union.

**THE EIR/EIS documents fail to adequately describe and characterize land use impacts:**

I050-19

The EIR fails to describe the project's impacts on land use. In fact the EIR erroneously states that project impacts will be less than significant when taking into consideration the total percent of land impacted. *To the contrary, land use impacts will be significant.*

The EIR bases impacts on an unrealistically small project footprint. *The footprint will be considerably larger due to the height of the elevated rails, loud noise, vortex wind and vibration.*

The EIR underestimates land use impacts because it omits critical information about existing land uses and land use policies.



Submission I050 (Cindy Taylor, October 13, 2011) - Continued

Page 9 of 11

- I050-20 The EIR does not adequately offer effective mitigation measures to address the projects disruption of existing neighborhoods and operations during and after construction of the project.
- The EIR does not adequately describe the identification of negatively affected Bakersfield parks or bike paths within the project's massive footprint or offer effective mitigation measures to address the negative impacts that the project will cause to the public's use of the parks and bike path.
- I050-21 The EIR fails to adequately address or offer effective mitigation for the unnecessary destruction of over 2,200 acres of irreplaceable farm land.
- The EIR does not adequately address or offer effective mitigation for the annual loss of hundreds of millions of dollars of farming revenue, dairy revenue, and other business revenue throughout the state that will be caused by the project.
- I050-22 The EIR fails to adequately address where the source of the massive amounts of electricity that will be necessary to power the HSR operations will come from.
- The EIR does not adequately offer effective mitigation measures to address the overtaxing of the existing electric grid that the HSR operations will cause.
- The HSR project will cause numerous major impacts to Bakersfield TRIP projects:**
- I050-23 The HSR project will cause significant impacts to Bakersfield's Westside Parkway and Centennial Corridor project. There are significant conflicts with Bakersfield's TRIP projects currently under construction, as well as the future Centennial Corridor. If HSR adopts their EIR or plan alignments with such conflicts, it will create environmental document conflicts that would significantly impact the \$400Million extension of highway 58 - Centennial Corridor project.
- Caltrans is currently preparing a Project Study Report, a Project Report and Environmental documents for the \$275Million Centennial Corridor Loop project. *The proposed HSR train alignments are in direct conflict with possible future direct connectors from Southbound SR-99 to Westbound SR-58 and from Eastbound SR-58 to Northbound SR-99.* The future direct connectors would be located east of the Mohawk Street interchange, passing across the BNSF rail yard, and tying into SR-99 near the Rosedale Highway Interchange.
- The HSR project will cause numerous major impacts to an important Bakersfield Redevelopment Project:**
- I050-24 The EIR does not adequately offer effective mitigation measures to address the project's excessive negative impacts to Bakersfield's new \$17 million South Mill Creek apartment project which is currently under construction. The South Mill Creek apartment project is an approximate 20-acre mixed use development which includes over 160 affordable housing units and approximately 100,000 square feet of commercial use. *According to the EIR document, all affordable housing in South Mill Creek will be permanently impacted by the project.*

Page 10 of 11

- I050-24 The EIR document acknowledges that the City of Bakersfield has adopted redevelopment plans for the vicinity of Bakersfield's proposed HSR station but the EIR does not adequately address the direct negative impacts to the 160 unit South Mill Creek affordable housing project; nor does the EIR/EIS accurately address the economic impact on the redevelopment project as a whole.
- I050-25 **THE MULTITUDE OF EXTREMELY NEGATIVE IMPACTS THAT THE HIGH SPEED RAIL PROJECT WILL CAUSE OUR BAKERSFIELD COMMUNITY WOULD BE COMPLETELY ELIMINATED BY SIMPLY RELOCATING THE RAIL AND STATION LOCATIONS SOMEWHERE OUTSIDE OUR COMMUNITY. NO OTHER ADEQUATE MITIGATION MEASURES ARE POSSIBLE.**
- I050-26 **The monetary cost of the High Speed Rail project is much more than the citizens voted for in the 2008 proposition-1A initiative.**
- In 2008, Proposition-1A advertised that the HSR project would cost \$33Billion and now it is estimated to conservatively require \$67 to \$87Billion to complete. Many highly respected economists believe it will cost much more than that. (See the September 14th, 2011 Economic report titled, "The Financial Risks of California's Proposed High-Speed Rail Project" by A. Enthoven, W. Grindley and W. Warren.)
- In 2008, Proposition-1A authorized the state to sell bonds in the amount of \$9.95Billion to construct approximately 800-miles of high-speed rail track. Proposition-1A did not authorize the state to borrow an additional \$33Billion, \$67Billion or the 100's of Billions of dollars that the eventual cost of the HSR project may end up costing. The state does not have the required funds available to complete the Fresno to Bakersfield portion of the project and it has nowhere near enough funds to complete the entire project. This project cannot be completed as designed in today's economy and still have the required funds necessary to run the state.
- In 2008, Proposition-1A advertised that the federal government would *probably* bear approximately 1/3 of the \$33Billion estimated total cost of the project or around \$11Billion. The federal government has only *conditionally* agreed to provide around \$5Billion dollars. However, the current estimated cost of the project has increased from the original \$33Billion price tag to \$67Billion. The federal government has never agreed to fund a third of this project and it is highly unlikely that it will.
- If the state borrows \$9.95Billion and the federal government grants the state almost \$5Billion, there will only be approximately \$15Billion of construction funds available for the project which is still \$52Billion short of the estimated \$67Billion that will be required to build this project.
- In 2008, Proposition-1A advertised that they expected private investors to fund approximately 1/3 of the \$33Billion or around \$11Billion. As of this date there are no private investors investing money to fund the project.
- The interest on the \$9.95-Billion in state general obligation bonds will be paid out of the state general fund. The amount of funds available for vital services such as law enforcement and fire protection will be reduced. It is projected that the interest on the bonds will be \$10Billion over the next twenty years. After spending the Proposition-1A bond funds and the federal funds we will have invested approximately \$15Billion in the project. After paying back the principle and interest on the bonds we will have invested approximately \$19.95Billion in the project and we will still be missing more than

Submission I050 (Cindy Taylor, October 13, 2011) - Continued

I050-26

Page 11 of 11

\$52Billion to complete the project. For a cost of approximately \$20Billion, only *rails* will be constructed from somewhere south of Fresno to somewhere north of Bakersfield. Taxpayers will then be required to pay additional funds for electrification, trains, stations and maintenance facilities for the Fresno to Bakersfield section.

The HSR Authority now estimates that the section of rail from Fresno to Bakersfield will cost around \$13Billion to build. It is believed to be the *easiest* section of the project to build and the *least expensive* section of eight planned sections. *If the CHSRA is correct, the entire project will certainly cost much more than \$104Billion. Do the math...* (\$13Billion x 8 = \$104Billion) which does not include the \$10Billion State General Fund bond interest payments. These figures are in 2011 dollars; not the cost of construction 10 years from now. The cost for completing the project will be more, much more than we were initially promised.

Reasonable people must be concerned that this project is not and will not be adequately funded. At this point, I understand that the Authority has only obtained funding for constructing tracks for 80 miles. There are no funds allocated for trains, stations, maintenance facilities or electrification. Given the present fiscal climate, I don't feel that the State or the Federal government will be in a position to give away more money to the HSR project. Despite indicating the support of private investors, the Authority has not yet identified any particular firm commitments. I am concerned that this project will end up being a train to nowhere, much like Senator Stevens' bridge to nowhere in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit and it will add to the debt of the State of California.

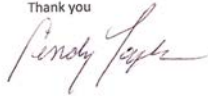
The prospect of the High Speed Rail project ever paying for itself is realistically non-existent. The H.S.R. project will certainly be a huge economic drain to federal and state taxpayers.

The Federal Government is fiscally bankrupt and currently has a 14 trillion dollar deficit. The huge balance of funds necessary to complete the project will not come from the Feds. The state of California is also out of money and in fact has a huge budget deficit as well. Every county government in the state has a budget deficit. The selling of bonds for HSR construction will cost us untold \$Billions in interest.

The Authority has an insufficient amount of funds available to effectively begin construction of the project. The amounts of funds that will be necessary to complete the project have been grossly underestimated and the source of future funding is undetermined. Furthermore, the unjustifiably high cost of the project which is now estimated to be over \$116Billion will most likely cost over \$200Billion to complete. The huge cost of the project will eliminate future funding of more beneficial and important infrastructure projects well into the future.

End of comment

Thank you



## Response to Submission I050 (Cindy Taylor, October 13, 2011)

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### I050-1

The Authority exceeded the requirements of Section 15087 of the CEQA Guidelines for providing public notice of the availability of the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS. Section 15087(c) of the CEQA Guidelines requires the notice to contain a brief description of the proposed project and its location. The public notice containing this information was mailed to all landowners and residents in the vicinity of the potential project alternatives.

### I050-2

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-SO-04, FB-Response-SO-06.

See the Revised DEIR/Supplemental DEIS, Volume 1, Section 3.12, Impact SO #7, Impact SO #10, and Impact SO #11, for information about potential impacts on Bakersfield communities. See Volume I, Section 3.12.7, Mitigation Measures SO-2 and SO-3.

### I050-3

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-25.

### I050-4

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-03.

### I050-5

Refer to Standard Response FB-Response-SO-04, FB-Response-SO-01.

For information on the potential for disruption and division in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Mitigation Measures SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield communities, including the relocation of important facilities such as churches. Sections 5.1, 5.2, and 5.3, of the Community Impact Assessment Technical Report details the specific communities, facilities, and churches affected by the HST (Authority and FRA 2012g). While some community churches would have to be relocated, this is not considered an infringement on religious freedom.

### I050-6

The Authority is not exempted from CEQA. The environmental document is a joint Environmental Impact Report (EIR) under CEQA and an Environmental Impact Statement (EIS) under NEPA. As stated in Section 1.1.3 of the Draft EIR/EIS, the FRA is the lead federal agency for compliance with NEPA and other federal laws. The Authority is serving as a joint-lead agency under NEPA and is the lead agency for compliance with CEQA. The document complies with all requirements of CEQA, the CEQA Guidelines, and applicable case law.

The Authority apologizes for any confusion the document may have caused. As indicated in the comment, the blue and red lines shown in initial public meetings held before the release of the Draft EIR/EIS were renamed as the the BNSF Alternative and the Bakersfield South Alternative for the EIR/EIS. However, the two alignments are clearly illustrated in the Revised DEIR/Supplemental DEIS. As shown on the third page of Volume III, B1 is the BNSF Alternative and B2 is the Bakersfield South Alternative. The key at the bottom of each page of the parcel maps shows the BNSF Alternative and the Bakersfield South Alternative.

### I050-7

Numerous hard copies of the Draft EIR/EIS were made available in Bakersfield. In addition to the copy at the Beale Library, copies were placed at six other locations in Bakersfield. These locations were the the Baker and Northeast branches of the Kern County Library; the City Planning Department; the Greenacres Community Center; the Dr. Martin Luther King, Jr., Community Center; the Community Action Partnership of Kern; and the Richard Prado East Bakersfield Senior Center.

### I050-8

Refer to Standard Responses FB-Response-PU&E-01 and FB-Response-SO-06, FB-Response-GENERAL-02.

An EIR project description is intended to be general, not detailed (CEQA Guidelines §15124[c].) Final design or even advanced design of infrastructure is not required in a project description (*Dry Creek Citizens Coalition v. County of Tulare* [1999] 70 Cal.App.4th 20, 36). The question is whether the project description narrows the scope

## Response to Submission I050 (Cindy Taylor, October 13, 2011) - Continued

### I050-8

of environmental review or prevents full understanding of the project and its consequences (Ibid.).

Abundant substantive evidence in the record demonstrates that the project description is more than adequate for the environmental analysis of the project. The project design generates detailed information (e.g., the horizontal and vertical locations of track, cross sections of the infrastructure with measurements, precise station footprints with site configurations, temporary construction staging sites and facilities). The design also yields a "project footprint" overlaid on parcel maps that shows the outside envelope of all disturbance, including both permanent infrastructure and temporary construction activity. This design translates into a project description in the EIR with 100 percent of the information that is required under CEQA Guidelines Section 1512447 (see *Dry Creek*, supra, 70 Cal.App.4th at pp. 27-36 [upholding EIR conceptual project description as inadequate when based on preliminary design]).

The traction power system design for the Fresno to Bakersfield Section does not need construction of new transmission lines. Existing transmission lines are located along the alternative alignments, and the traction power system taps into those existing lines adjacent to the HST right-of-way.

The Revised DEIR/Supplemental DEIS extends the environmental impact analysis east of the alternative Bakersfield station locations to Oswell Street, where the alternatives crossing Bakersfield merge. This arrangement informs the public and decision makers of the environmental impacts associated with each alignment alternative through Bakersfield.

The Authority and FRA have identified Bakersfield to Palmdale over the Tehachapis as the route that the HST System will take to the south and are at work on the EIR/EIS for the Bakersfield to Palmdale Section. A route over the Grapevine is not under consideration. The general route of the Bakersfield to Palmdale Section was identified and analyzed at a program level in the 2005 Statewide EIR/EIS (Authority and FRA 2005). The Bakersfield to Palmdale EIR/EIS (now in the early stages of drafting) will provide a more site-specific and refined analysis of the potential impacts of that route.

### I050-8

Neither CEQA nor NEPA require planning to be completed before an EIR/EIS is prepared. To the contrary, preparation of an EIR/EIS is typically undertaken before a project is completely planned so that the EIR/EIS can influence the final design in a manner that avoids potential impacts.

### I050-9

A sticker denoting the extension of the public comment period was provided in Spanish and English, and affixed to comment cards and to the EIR/EIS outreach brochure. These materials were available to the public at all public meetings, at the project office in Kings County, in all public repositories, and on the Authority website. Materials were not translated into Hmong, but the opportunity to provide translation services was made available and noticed on all public outreach/notification materials, and a multilingual, toll-free hotline is available for community members to obtain information and submit requests/comments.

### I050-10

The Authority website has provided translated materials, and the Authority has offered translation services at all public meetings. The Executive Summary and several educational publications regarding the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS are available in Spanish. Also, notification letters for the Draft EIR/EIS were sent in English and Spanish to residents, property owners, meeting attendees, businesses, organizations, elected officials, cities, counties, and agencies.

### I050-11

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02.

The displacement of residential, business, and community facilities will be mitigated for because the Authority will comply with applicable federal and state laws and regulations, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The act and its amendments provide guidance on how federal agencies, or agencies receiving federal financial assistance for a project, and will compensate for impacts on property owners or tenants who need to relocate if they are displaced by a project. The Authority will compensate all property owners or tenants in



## Response to Submission I050 (Cindy Taylor, October 13, 2011) - Continued

### **I050-11**

accordance with this act, which applies to all real property. All benefits and services will be provided equitably without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964. The Relocation Assistance Program was developed to help displaced individuals move with as little inconvenience as possible and has commonly been used for large infrastructure projects that displace a large number of residences and businesses, such as the HST project, and is considered successful standard practice for mitigating the impacts to individual property owners.

The Authority has the power of eminent domain, allowing it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain is viewed as a last resort in developing a statewide HST system. Information on the eminent domain process is available on the Authority's website.

Unfortunately, the temporary limbo for houses in or near the proposed right-of-way of the project can be an effect of any major public works project that evaluates alternatives, including new roadway construction projects. Once a preferred alternative has been selected, this uncertainty should be resolved. Please refer to the Executive Summary S.11 Next Steps in the Environmental Process for information on the schedule for the selection of the preferred alternative, publication of the Fresno to Bakersfield Section Final EIR/EIS, issuance of the FRA's Record of Decision (ROD) and the Authority's Notice of Determination (NOD), property acquisition and start of construction.

Please refer to Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. These measures will apply to all schools, churches, city and county property, as well as other important facilities. The Authority will consult with these respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services. This mitigation measure will be effective in minimizing the impacts of the project by completing new facilities before necessary relocations, and by involving affected facilities in the process of identifying new locations for their

### **I050-11**

operations. The Authority, as required under the Uniform Act and CRAA, bears the cost of compensation for displaced public infrastructure.

A comprehensive literature review in section 5.4.4.3 of the Community Impact Assessment Technical Report presents research studies conducted on the effect of constructing new commuter rail lines on residential and commercial real estate values. The research was conducted on the property value impacts of different types of rail transit and the majority of the studies found that rail transit access had a positive influence on residential property values, due to a presumed relationship between property values and improved accessibility (both of residents to regional jobs and of employers to a larger labor pool). In a study of the property value impacts associated with a variety of disamenities, such as environmental contamination or proximity to linear features like roadways and railroads, Simons (2006) reviewed several rigorous studies (conducted in Ohio, Georgia, and Norway) of the relationship between residential property values and proximity to rail lines, and concluded that there were negative property value impacts in the single digits (e.g. 2 or 3%) for residential properties within 750 feet of an active railroad track. Although considerable research has been conducted on the property value impacts of rail transit, especially on residential property values near transit stations, no studies were found that examine the specific question of high-speed rail impacts on real estate property values. Therefore, it is not clear how these findings would apply to high-speed rail projects and it is unclear whether the property value impacts would be similar. As a result, a calculation of loss of value of property adjacent to the project would be speculative.

### **I050-12**

Refer to Standard Response FB-Response-CUL-01 and FB-Response-CUL-03.

The text of the Revised DEIR/Supplemental DEIS has been revised to reflect the historic status of State Route (SR) 204 (Union Avenue); see Chapter 3.17, Cultural and Paleontological Resources, of the Final EIR/EIS. Regarding mitigation measures for impacts on Bakersfield High School, the California State Historic Preservation Officer (SHPO) concurred with the evaluation of Bakersfield High School in February 2012, as presented in the technical documents of the Draft EIR/EIS (the Historic Architectural Survey Report [HASR] and the Historic Property Survey Report [HPSR]) (Authority and

## Response to Submission I050 (Cindy Taylor, October 13, 2011) - Continued

### **I050-12**

FRA 2011b, 2011c). The SHPO concurred that Harvey Auditorium is individually eligible for listing in the National Register of Historic Places (NRHP) and that none of the other buildings or structures on the Bakersfield High School campus qualify for inclusion in the NRHP, either individually or as a cohesive grouping, as required for historic districts. Harvey Auditorium is also eligible for listing in the California Register of Historical Resources (CRHR) and is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). No other building on the high school campus is considered a historical resource under CEQA.

### **I050-13**

Refer to Standard Response FB-Response-AVR-02 and FB-Response-AVR-03.

As described under Mitigation Measures AVR-MM#f and AVR-MM#2g in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS, surface coatings will be applied on wood and concrete to facilitate cleaning and the removal of graffiti. Any graffiti, visual defacement, or damage of fencing and walls will be painted over or repaired within a reasonable time after notification. The effects of the elevated structures on the Bakersfield landscape are described in detail and represented with several visual simulations in Section 3.16 of the Revised DEIR/Supplemental DEIS. As described in Section 3.16, potentially substantial visual impacts are anticipated in localized high-sensitivity locations. However, an extensive set of mitigation and design measures are proposed for these structures, to be developed in detail in coordination with the City of Bakersfield (see Section 3.16.7.2). These measures directly address the full range of specific visual effects of the project and would greatly reduce them. Because not all specific measures can be known in every individual instance until the cooperative planning process with the City of Bakersfield is conducted, it was assumed that some impacts in the city could remain significant. However, the mitigation measures in Section 3.16.7.2 have the potential to substantially mitigate all impacts that were identified in the city.

Table 3.16-2 in Section 3.16 of the Revised DEIR/Supplemental DEIS has been revised to address graffiti and blight. Also, mitigation measures for construction have been revised such that, "Any graffiti or visual defacement of temporary fencing and walls will be painted over or removed within 5 business days." Mitigation measures for operations

### **I050-13**

have been revised such that, "Any graffiti or visual defacement or damage of fencing and walls will be painted over or repaired within a reasonable time after notification."

The Authority would maintain all project facilities, including elevated structures, and provide appropriate graffiti control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project footprint.

### **I050-14**

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-04, FB-Response-N&V-05.

### **I050-15**

Refer to Standard Response FB-Response-AQ-01.

The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS would further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever spores would be released when the soil is disturbed; however, because of the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever spores would be less than significant.

### **I050-16**

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-25.

### **I050-17**

Refer to Standard Response FB-Response-CUL-01.

The Rabobank Arena and Convention Center does not meet the criteria for listing in the National Register of Historic Places (NRHP), or the California Register of Historical Resources (CRHR). The center is not considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The property is not a historic property/historical resource and as such, does not require mitigation as a historic property.

## Response to Submission I050 (Cindy Taylor, October 13, 2011) - Continued

### **I050-18**

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-03.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, for information about measures to reduce impacts on Mercy Hospital.

See Section 3.3, Air Quality, Mitigation Measure AQ-3: Reduce the potential impact of concrete batch plants, for information about concrete batch plants and the fact that they will be sited at least 1,000 feet from sensitive receivers, including daycare centers, hospitals, senior care facilities, residences, parks, and other areas where people may congregate.

See Section 3.4, Noise and Vibration, for information about planned mitigation measures for Mercy Hospital in the form of noise barriers along all potential alignments. The potential sound barrier mitigation for this area for operation noise from the project is listed in Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

See Section 3.5, EMF/EMI, for more information about EMF impacts on Mercy Hospital, Mitigation Measure EMF/EMI-1: Protect sensitive equipment, about how the final design will include suitable sign provisions to prevent interference.

See Section 3.16, Aesthetics and Visual Resources, for information about temporary impacts related to new sources of light and glare during construction. The section explains that the impacts are of negligible intensity, and because their context would be localized, temporary, and with appropriate mitigation from Mitigation Measures AVR-1a and -1b, minimally affected, they are therefore not significant under NEPA and would be reduced to less-than-significant levels under CEQA.

### **I050-19**

Refer to Standard Response FB-Response-LU-03.

The Authority and FRA have revised the project footprint in the Revised

### **I050-19**

DEIR/Supplemental DEIS as a result of continuing project design, comments received on the Draft EIR/EIS, and additional consultation with public agencies. The impacts are described in Section 3.13 Station Planning, Land Use and Development.

As discussed in Section 3.13.5.3, although land acquired for the project would constitute a small portion of the total agricultural, industrial, residential, commercial, and public land in the four counties, all nine project alignment alternatives would result in permanent conversion of land in other uses to transportation-related uses. Overall, the effect of the permanent conversion of land for the project would have moderate intensity under NEPA and a significant impact under CEQA. Because final design is not complete, the Revised DEIR/Supplemental DEIS took a conservative approach in identifying a footprint area within which project construction would occur and permanent structures would be placed. The Revised DEIR/Supplemental DEIS then evaluated impacts as if the entire footprint area would be impacted by the project and does not underestimate the environmental impacts of land use.

### **I050-20**

Refer to Standard Response FB-Response-GENERAL-05 and FB-Response-SO-04.

Community disruption and division is examined in Impact SO #7, Disruption to Community Cohesion or Division of Existing Communities from Project Operation, in Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Revised DEIR/Supplemental DEIS.

As discussed in Mitigation Measure PC-MM#1, Compensation for Staging in and Temporary Closures of Park Property During Construction, in Section 3.15, Parks, Recreation, and Open Space, of the Revised DEIR/Supplemental DEIS, the Authority will coordinate with relevant jurisdictions to establish appropriate compensation in terms of allowance or additional property to accommodate for displaced park use during construction. Options will include preparing a plan for alternative public recreation resources during the period of closure and preparing signs and newsletters to describe the project, its schedule, and the alternative public recreational opportunities. Alternative parks and recreational resources will include the installation of recreational facilities, trails, and landscaping on lands currently owned by the City of Bakersfield but not

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## Response to Submission I050 (Cindy Taylor, October 13, 2011) - Continued

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### I050-20

already developed or they will include temporary park development on open lands until affected parks can be reopened. Landscaping replacement will include replacement of grass areas, tree replacement on a ratio of two 5-inch caliber trees for every tree removed, and two shrubs for every shrub removed. All other facilities will be replaced or moved on a one-for-one ratio, including play equipment, benches, and the like.

On-street bicycle routes, unless identified as recreational facilities by jurisdictions, are not included in the study area for Parks, Recreation, and Open Space because on-street bicycle routes are considered transportation facilities. Section 3.2, Transportation, of the Revised DEIR/Supplemental DEIS discusses the effects and impacts of the project on these facilities.

### I050-21

Refer to Standard Response FB-Response-GENERAL-04.

For information on the economic effects on agriculture, see also Volume I, Section 3.12, Impact SO #16. See Volume I, Section 3.12, Impact SO#16 for impacts on agricultural businesses.

### I050-22

Refer to Standard Response FB-Response-PU&E-01, and Refer to Standard Response FB-Response-PU&E-02

### I050-23

The HST will not preclude any jurisdiction or entity from implementing future transportation projects. The Authority will work with local jurisdictions to identify future transportation projects that could be affected by the implementation of the HST project.

### I050-24

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-21, FB-Response-LU-03, FB-Response-LU-04.

Individual properties and projects were analyzed per the California Environmental

### I050-24

Quality Act (CEQA) guidelines. The level of detail in the environmental analysis is to “correspond to the degree of specificity involved in the underlying activity which is described in the EIR” (14 California Code of Regulations [CCR] Section 15146). Therefore, the EIR/EIS is based on the level of engineering and planning necessary to identify potential environmental impacts and to identify the appropriate mitigation measures. Please note that the Authority and FRA, along with the U.S. Environmental Protection Agency, the U.S. Department of Housing and Urban Development, and the Federal Transit Administration, have also entered into an Interagency Partnership and established a *Memorandum of Understanding for Achieving an Environmentally Sustainable High-Speed Train System in California*, which includes a common goal of integrating HST station access and amenities into the fabric of surrounding neighborhoods (Authority et al. 2011). The principles for this partnership are to help improve access to affordable housing, increase transportation options, lower transportation costs, and protect the environment in communities nationwide.

### I050-25

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-25.

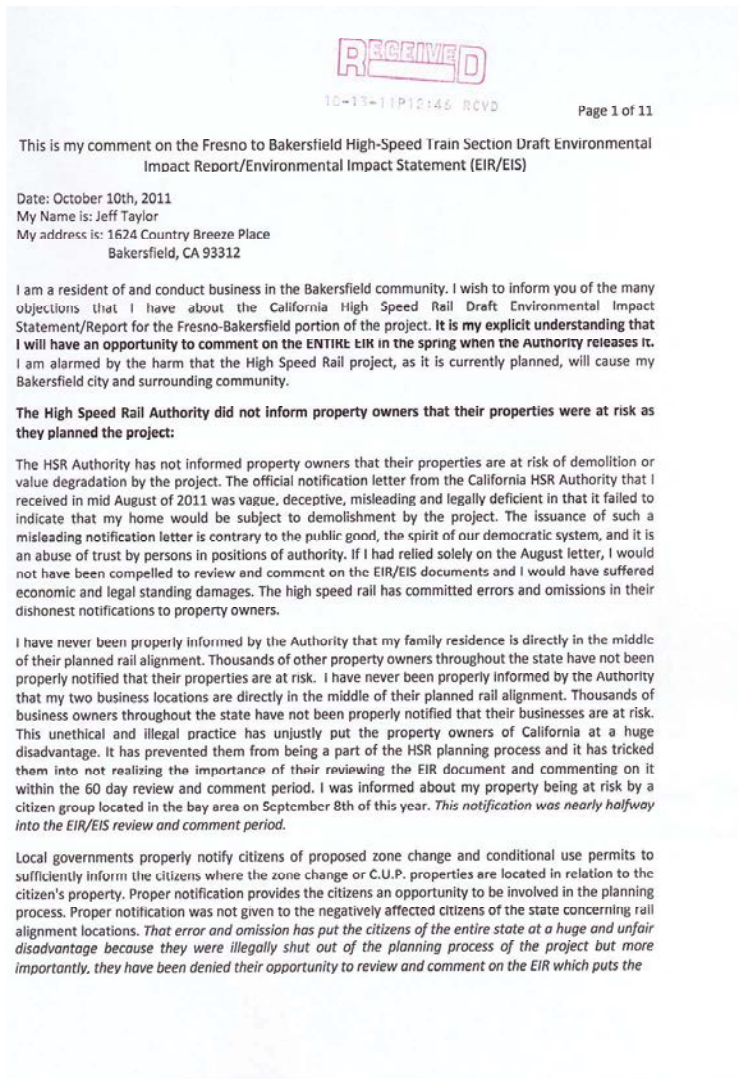
### I050-26

Refer to Standard Response FB-Response-GENERAL-17.



Submission I051 (Jeff Taylor, October 13, 2011)

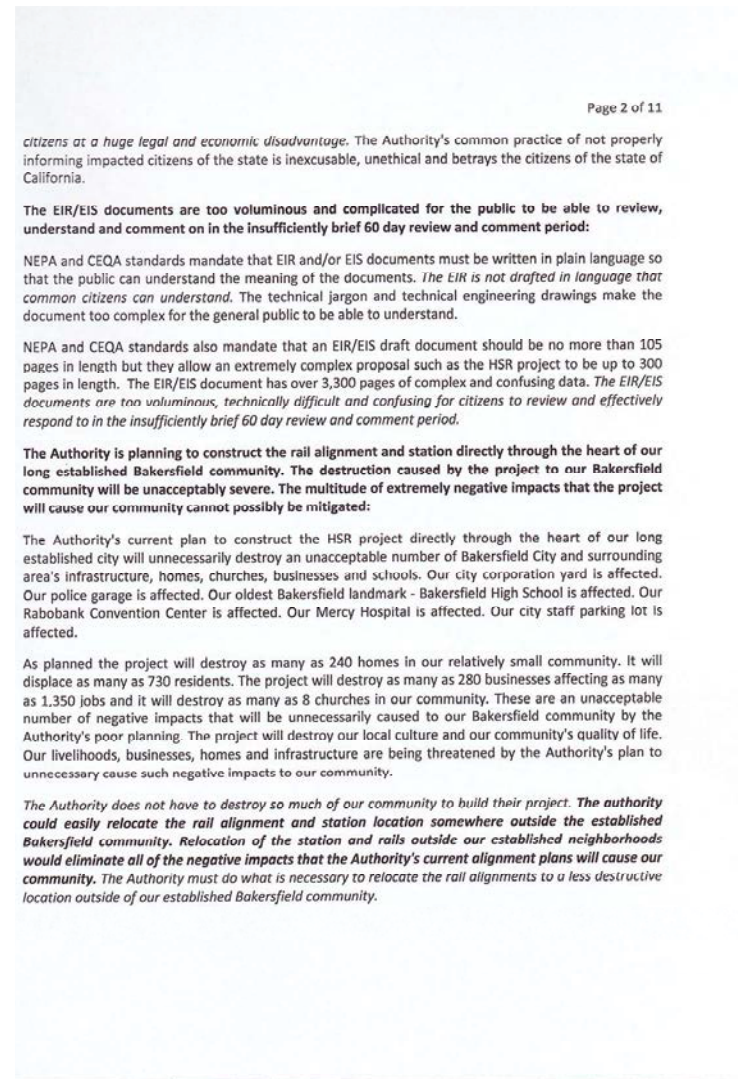
I051-1



I051-1

I051-2

I051-3



Submission I051 (Jeff Taylor, October 13, 2011) - Continued

|  |   |
|--|---|
| <p style="text-align: right;">Page 3 of 11</p> <p>Prior to beginning construction of the HSR project, the government must assess the potential environment impacts under NEPA (Federal) and/or CEQA (State &amp; Local) regulations:</p> <p>Pursuant to NEPA regulation (40 CFR 1500-1508), project effects are evaluated based on the criteria of context and intensity. <b>Substantial effects</b> would result in long-term physical division of an established community, relocation of substantial numbers of residential or commercial businesses, and effects on important community facilities. Pursuant to CEQA Guidelines, the project would have a <b>significant impact</b> if it would:</p> <p>Physically divide an established community.</p> <p>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.</p> <p>Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere.</p> <p>Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.</p> <p>According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District. The rail alignment will <b>displace 239 homes, 282 businesses, and 7 churches including a Christian school and a Hindu Mission</b>. This alignment would alter community social interactions and community cohesion, and would change the physical character of our entire Bakersfield community. <b>These impacts would be substantial under NEPA and significant under CEQA.</b>" See EIR at 3.12.50.</p> <p>"The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community displacing 228 homes, 109 businesses and 8 churches including a Christian school and a Hindu Mission. This alignment would alter community social interactions and community cohesion, and would change the character of our entire Bakersfield community. <b>These impacts would be substantial under NEPA and significant under CEQA.</b>" See EIR at 3.12.52.</p> <p>The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our local community. <u><b>The only possible mitigation to the multitude of unacceptably devastating negative impacts that the High</b></u></p> | <p style="text-align: right;">Page 4 of 11</p> <p><u><b>Speed Rail project will cause our Bakersfield community is to relocate the rail and station location to an area outside our metropolitan community.</b></u></p> <p><b>The Authority's plan to destroy so many of our churches and religious schools deny citizen's our Constitutional right to practice our religious beliefs:</b></p> <p>The Authority plans to demolish as many as 8 churches, a Christian school and a Hindu mission in our moderately sized community. <i>The religious freedoms that are guaranteed every American citizen by the Constitution of the United States will be violated by such unnecessary government heavy handedness.</i> These are churches and schools that have been serving their community in long established neighborhoods. When they are destroyed, they will not be able to relocate in the neighborhoods that they serve. <i>The Authority is denying the Bakersfield citizens their constitutionally protected religious freedoms by destroying so many of our neighborhood sanctuaries.</i></p> <p><b>The Authority has unlawfully exempted itself from California Environmental Quality Act or CEQA guidelines as the Authority drafted the EIR/EIS documents:</b></p> <p>The California High Speed Rail Authority was established in 1996 as a state entity. However, the Authority has inexplicably exempted itself from our California Environmental Quality Act or CEQA standards and guidelines. CEQA standards and guidelines are much higher and more detailed than the National Environmental Protection Act or NEPA guidelines and standards that the Authority has illegally adopted in its preparation of the project's EIR/EIS documents. The HSR project is not an interstate project; the project is located entirely in the state of California. <i>Therefore, the High Speed Rail project must follow the CEQA environmental standards and guidelines that all other projects located in the state of California are required to meet.</i></p> <p><b>The EIR/EIS documents are poorly written and confusing:</b></p> <p>The Authority is considering two different rail alignments through the heart of Bakersfield. They were the "Blue" line and the "Red" line prior to the EIR/EIS document. The EIR now identifies the Blue line as the "BNSF Alternate" and the Red line as the "Bakersfield South Alternate" however in the documents that contain the rail profile maps, the routes are designated B1 and B2 and the maps that show impacted parcels are not even identified.</p> <p><b>The Authority irresponsibly provided insufficient hard copies of the EIR/EIS documents to the Bakersfield community for review purposes:</b></p> <p><i>Only one hard copy of the 3,300 page EIR was provided for our community of 500,000 citizens to review which is malicious, irresponsible and insufficient.</i> There is one hardcopy EIR/EIS document available at the Beale Library in Bakersfield for citizens to review. Volume I is six inches thick (the biggest 3-ring binder I have ever seen). Volume II isn't much smaller. The third volume comprises six one inch plus thick books of maps. <i>The voluminous and complicated documents are too difficult to review and understand on a computer screen. Furthermore, many residents in our community do not have easy access to a computer.</i></p> |
| <p>I051-4</p>  | <p>I051-4</p>   |
| <p>I051-5</p>  | <p>I051-5</p>   |
| <p>I051-6</p>  | <p>I051-6</p>   |
| <p>I051-7</p>  | <p>I051-7</p>   |



Submission I051 (Jeff Taylor, October 13, 2011) - Continued

|         |   |  |
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|         | <p>Page 5 of 11</p> <p><b>The description of the High Speed Rail project is incomplete:</b></p> <p>The EIR fails to describe the whole project. Without a description of all aspects of the project that could impact the environment, the EIR cannot be complete. The EIR fails to describe the electrical facilities necessary to operate the project including transmission lines to and from sources for the entire project including the stations. For this reason or reasons, it is not possible for the EIR to accurately and adequately describe the project's impacts and mitigation measures.</p> <p>The EIR maps show two alternative routes in the Bakersfield community that abruptly end at Baker Street. The Authority plans to analyze the remainder of East Bakersfield in a future EIR. The City of Bakersfield, private property owners, citizens and business owners located beyond the current EIR study are put at a huge legal and economical disadvantage due to the Authority's incomplete, non specific and pathetically poor planning.</p> <p>The Authority has not determined the rail alignment route from the southern San Joaquin Valley to the Los Angeles area. The Authority has not determined if they are going to construct their project over the Tehachapi Mountains to desert communities or over the Grapevine mountains to Los Angeles communities. The Authority has not completed environmental studies that are necessary to determine if it is even possible to construct the <i>high speed</i> rail project over the Tehachapi or the Grapevine Mountains.</p> <p>The fact of the matter is that the HSR Authority has not even begun to complete the planning that is necessary to begin construction of the HSR project.</p>   |  |
| I051-8  |   |  |
| I051-9  | <p><b>The High Speed Rail Authority is conducting their business in an irresponsible, deceiving and dishonest manner:</b></p> <p>On the same shelf that the EIR/EIS documents were stored at the Beale library to be reviewed by the public, there was a stack of California HSR Authority Comment cards located next to the documents. On October 7th, 2011 all of the available HSR comment cards had the original comment period of August 15 to September 28, 2011. None of the cards had the yellow stamp on them informing citizens of the extended comment period date for the Fresno to Bakersfield HSR Train Draft EIR/EIS deadline of October 13. The librarian confirmed that these were the only comment cards that the HSR Authority had ever made available to the public. <i>Anyone wanting to use these cards to make a comment would be maliciously deceived into believing that the review and comment period deadline had passed and therefore would be discouraged into not submitting a comment.</i></p>   |  |
| I051-10 | <p><b>The HSR Authority has not provided the EIR/EIS documents in Spanish language:</b></p> <p>This inexcusable omission has put the Spanish speaking public at a huge disadvantage. The omission has deprived Spanish only speaking citizens of their right to protect their economic and future legal standing by depriving them of an opportunity to comment on the EIR within the review and comment period.</p>  |  |
|         | <p>Page 6 of 11</p> <p><b>The EIR does not adequately offer effective mitigation measures to address the negative financial impacts to the property values of an unnecessarily large number of properties in the Bakersfield community:</b></p> <p>The EIR does not adequately offer effective mitigation measures to address the negative financial impacts to property owners or city properties that will be forced to relocate City infrastructure, homes and businesses. The EIR does not adequately address the method by which the property owners that are forced to surrender their properties through the eminent domain process will be compensated.</p> <p>The EIR does not adequately offer effective mitigation measures to address the extremely negative financial impacts caused by the project to community properties that will remain within sight and sound distance of the project.</p> <p>The EIR does not adequately offer effective mitigation measures to address the extremely negative impacts to the property values of various properties that are designated within the alternate rail alignments for possible demolition, but have not yet been selected. The EIR as written unnecessarily puts many private property and community property asset values at risk.</p> <p><b>The EIR does not adequately offer effective mitigation measures to address the negative impacts that the project will cause Bakersfield community's historically significant and culturally important community assets:</b></p> <p>The EIR does not correctly identify SR-204 or Union Avenue as an historic resource. Caltrans has determined that Historic US 99 or SR 204 from Airport Drive to Brundage Lane meets the National Register of Historic places (NRHP) criteria. The California State Historic Preservation Office (SHPO) concurred with Caltrans's determination and has agreed to add SR 204 to the Master List of State-owned Historical Resources. However, <i>the EIR does not recognize SR 204 at Union Avenue as having sufficient historical significance to be considered in the report.</i></p> <p><i>The EIR does not adequately offer effective mitigation measures to address the destruction of Bakersfield High School's historically significant and culturally important buildings that are located north of 14th Street or offer reasonable and necessary mitigation measures to address replacement of the historically significant and culturally important buildings on a campus with very limited space.</i></p> <p><b>The EIR/EIS document does not offer effective mitigation measures to a multitude of problems that the project will cause our Bakersfield and surrounding community. Many of the mitigation measures offered in the EIR are vague and insufficient. Furthermore, there are no possible effective mitigation measures for multitudes of excessively negative impacts that the project as planned will cause our Bakersfield and surrounding community:</b></p> <p>The EIR does not adequately offer effective mitigation measures to address the extremely negative visual character changing impacts that the project will cause a large percentage of Bakersfield and surrounding area citizens by the Authority's current plan to construct elevated rail structures as high as 80 feet directly through the heart of our established community. It is a fact that the extremely negative visual and aesthetic impacts that an elevated high speed train operation will cause the community cannot be adequately mitigated. <i>The visual change that an elevated rail system will cause to our Bakersfield community will be dramatic and not negligible as concluded in the EIR.</i></p> | <p>I051-11</p> <p>I051-12</p> <p>I051-13</p> |

Submission I051 (Jeff Taylor, October 13, 2011) - Continued

Page 7 of 11

I051-13 | The EIR does not adequately offer effective mitigation measures to address the extremely negative visual impacts that the project will cause a large percentage of Bakersfield and surrounding area citizens from the huge amount of graffiti that the elevated rail structures and sound walls will undoubtedly invite. Necessary mitigation measures to address who will be responsible for removal of graffiti is not addressed in the EIR.

I051-14 | The EIR does not adequately offer effective mitigation measures to address the extremely negative noise impacts that the project will cause our Bakersfield community during and after construction. The noise that a high speed train will create as it travels 65 to 80 feet high will travel an unacceptably long distance from the rail location. The mitigation measures submitted to address noise in the EIR are insufficient, vague and in many cases deemed as being optional.

The EIR does not adequately offer effective mitigation measures to address the extremely negative vibration impacts that the project will cause to our community by the project's close proximity to remaining structures.

I051-15 | The EIR does not adequately offer effective mitigation measures to address the extremely negative hurricane force winds that a 220 mile per hour train will create. The dust that will be lifted by the vortex of the train will be substantial. However, no mitigation is offered. Effective mitigation measures to address Valley Fever and other pathogens that will be born into the air by the 220 MPH train have not been addressed. The rail alignment as planned will dissect many farm operations. Various pesticide, herbicide, fungicide and other harmful residues will be born into the air by the high winds created by the high speed train, but no effective mitigation has been offered.

I051-16 | The EIR does not adequately offer effective mitigation measures to address the increased traffic caused by the project on existing downtown Bakersfield city streets due to the HSR Authority's current plan to construct the rails and the station in the heart of our Bakersfield city. Increased emergency vehicle response times will also be caused by the added congestion but have not been adequately addressed in the EIR.

The EIR lists street names that do not exist and addresses that are not located anywhere near the proposed rail alignment, thereby drawing the entire document's accuracy into question.

The EIR does not adequately offer effective mitigation measures to address the elimination of a vital connector road on Palm Avenue. The Authority plans to dissect the Palm Avenue thoroughfare into two dead end cul-de-sacs. This will negatively impact existing traffic circulation in a large part of the surrounding community and cause negative impacts to response times for emergency services.

The EIR does not adequately offer effective mitigation measures to address the closing of Hayden Court and the negative impacts to all of the businesses along that street.

The EIR does not adequately offer effective mitigation measures to address the extremely negative impacts to our community's traffic circulation that will be caused during construction of the project.

The EIR does not adequately offer effective mitigation measures to address the destruction of available community parking for existing business and city buildings caused by the project or offer reasonable and necessary mitigation measures to relocate adequate parking availability.

Page 8 of 11

I051-16 | The EIR does not adequately offer effective mitigation measures to address the extremely negative impacts to our community's Bakersfield Commons project that is currently in the planning stages located on N.W. corner of Brimhall and Coffee roads.

The EIR does not adequately offer effective mitigation measures to address how the H.S.R. project as planned will destroy the City's corporation yard facilities or offer reasonable and necessary mitigation measures to address relocation of the Corporation yard facilities.

The EIR does not adequately offer effective mitigation measures to address the destruction of Bakersfield's Police department garage facilities or offer reasonable and necessary mitigation measures to address relocation of the Police garage facilities.

The EIR does not adequately offer effective mitigation measures to address the destruction of one half of the existing parking lot for city staff or offer reasonable and necessary mitigation measures to address replacement of the necessary parking.

I051-17 | The EIR does not adequately offer effective mitigation measures to address the negative impacts on Bakersfield's culturally important and economically significant Rabobank convention center by the Authority's plan to destroy a large portion of the convention center's parking lot that is located South of the existing railroad tracks or offer reasonable and necessary mitigation measures to address replacement of the vitally necessary parking.

The EIR does not adequately offer effective mitigation measures to address the negative impact on Bakersfield's culturally important and economically significant Rabobank convention center by the Authority's plan to destroy the loading area of the facility.

The EIR does not adequately offer effective mitigation measures to address the negative impact on Bakersfield's culturally important and economically significant Rabobank convention center by the Authority's plan to destroy the pedestrian bridge from the parking lot to the convention center.

I051-18 | The EIR does not adequately offer effective mitigation measures to address the destruction of Bakersfield's Mercy Hospital's property or offer reasonable and necessary mitigation measures to address replacement of the Hospital property.

The EIR does not adequately offer effective mitigation measures to address the destruction of or the replacement of the Bakersfield City Credit Union.

**THE EIR/EIS documents fail to adequately describe and characterize land use impacts:**

I051-19 | The EIR fails to describe the project's impacts on land use. In fact the EIR erroneously states that project impacts will be less than significant when taking into consideration the total percent of land impacted. *To the contrary, land use impacts will be significant.*

The EIR bases impacts on an unrealistically small project footprint. *The footprint will be considerably larger due to the height of the elevated rails, loud noise, vortex wind and vibration.*

The EIR underestimates land use impacts because it omits critical information about existing land uses and land use policies.



Submission I051 (Jeff Taylor, October 13, 2011) - Continued

Page 9 of 11

I051-20 The EIR does not adequately offer effective mitigation measures to address the projects disruption of existing neighborhoods and operations during and after construction of the project.

The EIR does not adequately describe the identification of negatively affected Bakersfield parks or bike paths within the project's massive footprint or offer effective mitigation measures to address the negative impacts that the project will cause to the public's use of the parks and bike path.

I051-21 The EIR fails to adequately address or offer effective mitigation for the unnecessary destruction of over 2,200 acres of irreplaceable farm land.

The EIR does not adequately address or offer effective mitigation for the annual loss of hundreds of millions of dollars of farming revenue, dairy revenue, and other business revenue throughout the state that will be caused by the project.

I051-22 The EIR fails to adequately address where the source of the massive amounts of electricity that will be necessary to power the HSR operations will come from.

The EIR does not adequately offer effective mitigation measures to address the overtaxing of the existing electric grid that the HSR operations will cause.

**The HSR project will cause numerous major impacts to Bakersfield TRIP projects:**

I051-23 The HSR project will cause significant impacts to Bakersfield's Westside Parkway and Centennial Corridor project. There are significant conflicts with Bakersfield's TRIP projects currently under construction, as well as the future Centennial Corridor. If HSR adopts their EIR or plan alignments with such conflicts, it will create environmental document conflicts that would significantly impact the \$400Million extension of highway 58 - Centennial Corridor project.

Caltrans is currently preparing a Project Study Report, a Project Report and Environmental documents for the \$275Million Centennial Corridor Loop project. *The proposed HSR train alignments are in direct conflict with possible future direct connectors from Southbound SR-99 to Westbound SR-58 and from Eastbound SR-58 to Northbound SR-99. The future direct connectors would be located east of the Mohawk Street interchange, passing across the BNSF rail yard, and tying into SR-99 near the Rosedale Highway Interchange.*

**The HSR project will cause numerous major impacts to an important Bakersfield Redevelopment Project:**

I051-24 The EIR does not adequately offer effective mitigation measures to address the project's excessive negative impacts to Bakersfield's new \$17 million South Mill Creek apartment project which is currently under construction. The South Mill Creek apartment project is an approximate 20-acre mixed use development which includes over 160 affordable housing units and approximately 100,000 square feet of commercial use. *According to the EIR document, all affordable housing in South Mill Creek will be permanently impacted by the project.*

Page 10 of 11

I051-24 The EIR document acknowledges that the City of Bakersfield has adopted redevelopment plans for the vicinity of Bakersfield's proposed HSR station but the EIR does not adequately address the direct negative impacts to the 160 unit South Mill Creek affordable housing project; nor does the EIR/EIS accurately address the economic impact on the redevelopment project as a whole.

I051-25 **THE MULTITUDE OF EXTREMELY NEGATIVE IMPACTS THAT THE HIGH SPEED RAIL PROJECT WILL CAUSE OUR BAKERSFIELD COMMUNITY WOULD BE COMPLETELY ELIMINATED BY SIMPLY RELOCATING THE RAIL AND STATION LOCATIONS SOMEWHERE OUTSIDE OUR COMMUNITY. NO OTHER ADEQUATE MITIGATION MEASURES ARE POSSIBLE.**

I051-26 **The monetary cost of the High Speed Rail project is much more than the citizens voted for in the 2008 proposition-1A initiative.**

In 2008, Proposition-1A advertised that the HSR project would cost \$33Billion and now it is estimated to conservatively require \$67 to \$87Billion to complete. Many highly respected economists believe it will cost much more than that. (See the September 14th, 2011 Economic report titled, "The Financial Risks of California's Proposed High-Speed Rail Project" by A. Enthoven, W. Grindley and W. Warren.)

In 2008, Proposition-1A authorized the state to sell bonds in the amount of \$9.95Billion to construct approximately 800-miles of high-speed rail track. Proposition-1A did not authorize the state to borrow an additional \$33Billion, \$67Billion or the 100's of Billions of dollars that the eventual cost of the HSR project may end up costing. The state does not have the required funds available to complete the Fresno to Bakersfield portion of the project and it has nowhere near enough funds to complete the entire project. This project cannot be completed as designed in today's economy and still have the required funds necessary to run the state.

In 2008, Proposition-1A advertised that the federal government would *probably* bear approximately 1/3 of the \$33Billion estimated total cost of the project or around \$11Billion. The federal government has only *conditionally* agreed to provide around \$5Billion dollars. However, the current estimated cost of the project has increased from the original \$33Billion price tag to \$67Billion. The federal government has never agreed to fund a third of this project and it is highly unlikely that it will.

If the state borrows \$9.95Billion and the federal government grants the state almost \$5Billion, there will only be approximately \$15Billion of construction funds available for the project which is still \$52Billion short of the estimated \$67Billion that will be required to build this project.

In 2008, Proposition-1A advertised that they expected private investors to fund approximately 1/3 of the \$33Billion or around \$11Billion. As of this date there are no private investors investing money to fund the project.

The interest on the \$9.95-Billion in state general obligation bonds will be paid out of the state general fund. The amount of funds available for vital services such as law enforcement and fire protection will be reduced. It is projected that the interest on the bonds will be \$10Billion over the next twenty years. After spending the Proposition-1A bond funds and the federal funds we will have invested approximately \$15Billion in the project. After paying back the principle and interest on the bonds we will have invested approximately \$19.95Billion in the project and we will still be missing more than

Submission I051 (Jeff Taylor, October 13, 2011) - Continued

I051-26

Page 11 of 11

\$52Billion to complete the project. For a cost of approximately \$20Billion, only *rails* will be constructed from somewhere south of Fresno to somewhere north of Bakersfield. Taxpayers will then be required to pay additional funds for electrification, trains, stations and maintenance facilities for the Fresno to Bakersfield section.

The HSR Authority now estimates that the section of rail from Fresno to Bakersfield will cost around \$13Billion to build. It is believed to be the *easiest* section of the project to build and the *least expensive* section of eight planned sections. *If the CHSRA is correct, the entire project will certainly cost much more than \$104Billion. Do the math...* (\$13Billion x 8 = \$104Billion) which does not include the \$10Billion State General Fund bond interest payments. These figures are in 2011 dollars; not the cost of construction 10 years from now. The cost for completing the project will be more, much more than we were initially promised.

Reasonable people must be concerned that this project is not and will not be adequately funded. At this point, I understand that the Authority has only obtained funding for constructing tracks for 80 miles. There are no funds allocated for trains, stations, maintenance facilities or electrification. Given the present fiscal climate, I don't feel that the State or the Federal government will be in a position to give away more money to the HSR project. Despite indicating the support of private investors, the Authority has not yet identified any particular firm commitments. I am concerned that this project will end up being a train to nowhere, much like Senator Stevens' bridge to nowhere in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit and it will add to the debt of the State of California.

The prospect of the High Speed Rail project ever paying for itself is realistically non-existent. The H.S.R. project will certainly be a huge economic drain to federal and state taxpayers.

The Federal Government is fiscally bankrupt and currently has a 14 trillion dollar deficit. The huge balance of funds necessary to complete the project will not come from the Feds. The state of California is also out of money and in fact has a huge budget deficit as well. Every county government in the state has a budget deficit. The selling of bonds for HSR construction will cost us untold \$Billions in interest.

The Authority has an insufficient amount of funds available to effectively begin construction of the project. The amounts of funds that will be necessary to complete the project have been grossly underestimated and the source of future funding is undetermined. Furthermore, the unjustifiably high cost of the project which is now estimated to be over \$116Billion will most likely cost over \$200Billion to complete. The huge cost of the project will eliminate future funding of more beneficial and important infrastructure projects well into the future.

End of comment

Thank you



## Response to Submission I051 (Jeff Taylor, October 13, 2011)

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### I051-1

The Authority exceeded the requirements of Section 15087 of the CEQA Guidelines for providing public notice of the availability of the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS by providing notice through news media, press releases, and direct mailings. Section 15087(c) of the CEQA Guidelines requires the notice to contain a brief description of the proposed project and its location. The public notice containing this information was mailed to all landowners and residents in the vicinity of the potential project alternatives. The Authority also held numerous public information workshops in the project area at which interested landowners could obtain help in determining whether the project would affect their properties.

### I051-2

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-SO-04, FB-Response-SO-08.

For information on the potential number of property displacements and relocations in Bakersfield, see Volume I, Section 3.12, Impact SO #10 and Impact SO #11. For information on the potential for disruption and division in Bakersfield, see Volume I, Section 3.12, Impact SO #7. Mitigation Measures SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield communities, including the relocation of important facilities such as schools and churches.

### I051-3

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-25.

### I051-4

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-25.

### I051-5

Refer to Standard Response FB-Response-SO-01.

For information on the potential for disruption and division in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Mitigation Measures SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield

### I051-5

communities, including the relocation of important facilities such as schools and churches. The Community Impact Assessment Technical Report details the specific communities, facilities, and churches impacted by the HST in Sections 5.1, 5.2, and 5.3 (Authority and FRA 2012g). While some community churches would have to be relocated, this is not considered an infringement on religious freedom.

### I051-6

The Authority is not exempted from CEQA. The environmental document is a joint Environmental Impact Report (EIR) under CEQA and an Environmental Impact Statement (EIS) under NEPA. As stated in Section 1.1.3 of the Draft EIR/EIS, the FRA is the lead federal agency for compliance with NEPA and other federal laws. The Authority is serving as a joint-lead agency under NEPA and is the lead agency for compliance with CEQA. Preparation of a joint document is specifically authorized under Section 15222 of the State CEQA Guidelines. The Authority has met all CEQA requirements in preparing the EIR/EIS.

The Authority apologizes for any confusion the commenter may have experienced. As indicated in the comment, the blue and red lines shown in initial public meetings before the release of the Draft EIR/EIS were renamed the BNSF Alternative and Bakersfield South Alternative for the Draft EIR/EIS. However, the two lines were clearly identified in the Draft EIR/EIS. As shown on the third page of Volume III, B1 is the BNSF Alternative and B2 is the Bakersfield South Alternative. The Draft EIR/EIS and the Revised DEIR/Supplemental EIS contained a full set of maps identifying the individual parcels along all of the alternative routes. The key at the bottom of each page of the parcel maps shows the BNSF Alternative and the Bakersfield South Alternative.

### I051-7

The commenter is misinformed regarding the availability of hard copies of the Draft EIR/EIS. Numerous printed copies were made available in Bakersfield. In addition to the copy at Beale Library, copies were placed in six other locations in Bakersfield. These locations were the the Baker and Northeast branches of the Kern County Library; the City Planning Department; the Greenacres Community Center; the Dr. Martin Luther King, Jr., Community Center; the Community Action Partnership of Kern; and the Richard Prado East Bakersfield Senior Center.



## Response to Submission I051 (Jeff Taylor, October 13, 2011) - Continued

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### **I051-8**

Refer to Standard Response FB-Response-PU&E-01, FB-Response-SO-06, FB-Response-GENERAL-02.

An EIR project description is intended to be general, not detailed (CEQA Guidelines §15124(c).) Final design or even advanced design of infrastructure is not required in the project description (Dry Creek Citizens Coalition v. County of Tulare (1999) 70 Cal.App.4th 20, 36.) The question is whether the project description narrowed the scope of environmental review, or prevented full understanding of the project and its consequences (Ibid).

Abundant substantial evidence in the record demonstrates the project description was more than adequate for the environmental analysis of the project. The project design generates detailed information, like the horizontal and vertical location of track, cross sections of the infrastructure with measurements, precise station footprints with site configuration, and temporary construction staging sites and facilities. The design also yields a "project footprint" overlaid on parcel maps, which shows the outside envelope of all disturbance, including both permanent infrastructure and temporary construction activity. This design translated into a project description in the EIR with 100% of the information that is required under CEQA Guidelines Section 15124.47 (See Dry Creek, supra, 70 Cal.App.4th at pp. 27-36 [upholding EIR conceptual project description as inadequate when based on preliminary design]).

The traction power system design for the Fresno to Bakersfield Section does not need construction of new transmission lines. Existing transmission lines are located along the alternative alignments, and the traction power system taps into those lines adjacent to the HST right-of-way.

The Revised DEIR/Supplemental DEIS extends the environmental impact analysis east of the alternative Bakersfield station locations to Oswell Street, where the alternatives crossing Bakersfield merge. This informs the public and decision makers of the environmental impacts associated with each alignment alternative through Bakersfield.

The Authority and Federal Transit Administration have identified Bakersfield to Palmdale

### **I051-8**

over the Tehachapis as the direction of the HST south and are at work on the EIR/EIS for that section. A route over the Grapevine is not under consideration. The general route of the Bakersfield to Palmdale section was identified and analyzed at a program level in the 2005 Statewide EIR/EIS (Authority and FRA 2005). The Bakersfield to Palmdale EIR/EIS, now in the early stages of drafting, will provide a more site-specific and refined analysis of the potential impacts of that route.

Neither CEQA nor NEPA require planning to be completed before an EIR/EIS is prepared. To the contrary, preparation of an EIR/EIS is typically undertaken before a project is completely planned in order that it may influence the final design in a manner that would avoid potential impacts.

### **I051-9**

A sticker denoting the extension of the public comment period was provided in Spanish and English and affixed to comment cards and the EIR/EIS outreach brochure. These materials were available to the public at all public meetings, at the project office in Kings County, in all public repositories, and on the Authority website. Materials were not translated into Hmong, but the opportunity to provide translation services was made available and noticed on all public outreach/notification materials, and a multi-lingual, toll-free hotline is available for community members to obtain information and submit requests or comments.

### **I051-10**

The Authority and FRA have undertaken substantial outreach to Environmental Justice communities. See Standard Responses 01 regarding the EIR/EIS and 62 regarding the Environmental Justice analysis and related community outreach. Materials translated into Spanish included the Executive Summary, the Notice of Preparation, a summary of the highlights of the Draft EIR/EIS, an overview brochure for the Draft EIR/EIS, and comment cards at the public workshops and hearings. Also, a multi-lingual, toll-free hotline was made available for public comments and requests. To address concerns about information being available, text has been added to Section 3.12, Socioeconomics, Communities, and Environmental Justice, to describe the project benefits, regional and localized effects, and project impacts. Mitigation measures are intended to reduce impacts on Environmental Justice communities through additional



## Response to Submission I051 (Jeff Taylor, October 13, 2011) - Continued

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### **I051-10**

design modifications to reduce visual impacts. Additional outreach will also take place. These measures augment, but do not replace, the outreach undertaken before and during the review period for the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS.

### **I051-11**

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02, FB-Response-SO-04, FB-Response-N&V-04, FB-Response-N&V-05, FB-Response-GENERAL-10.

The Authority has adopted the California Department of Transportation (Caltrans) Right of Way Manual as the basis for all business and residential relocations as a result of the project (Caltrans 2009). The Caltrans Right of Way Manual, Section 10.01.02.01, states that relocation assistance will be administered in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) for all projects regardless of funding sources. The displacement of residential, business, and community facilities will be mitigated because the Authority will comply with applicable federal and state laws and regulations, including the Uniform Act. The act and its amendments provide guidance on how federal agencies, or agencies receiving federal financial assistance for a project, will compensate for impacts on property owners or tenants who need to relocate if they are displaced by a project. The Authority will compensate all property owners or tenants in accordance with this act, which applies to all real property. All benefits and services will be provided equitably without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964. The Relocation Assistance Program was developed to help displaced individuals move with as little inconvenience as possible and has commonly been used for large infrastructure projects that displace a large number of residences and businesses, such as the HST project, and is considered a successful standard practice for mitigating the impacts on individual property owners.

For information on the potential long-term impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

### **I051-11**

Potential noise impact has been assessed at sensitive receivers, and these areas are identified in the Revised DEIR/Supplemental DEIS, Section 3.4.5, Noise and Vibration, Environmental Consequences, and shown on Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative.

### **I051-12**

Refer to Standard Response FB-Response-CUL-01 and FB-Response-CUL-03.

The text of the Revised DEIR/Supplemental DEIS has been revised in Section 3.17, Cultural and Paleontological Resources, of the Final EIR/EIS to reflect the historic status of State Route (SR) 204 (Union Avenue).

In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the evaluation of Bakersfield High School presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The SHPO concurred that Harvey Auditorium is individually eligible for listing in the National Register of Historic Places (NRHP) and that none of the other buildings or structures on the Bakersfield High School campus qualifies for inclusion in the NRHP, either individually, or as a cohesive grouping, as required for historic districts. Harvey Auditorium is also eligible for listing in the California Register of Historical Resources (CRHR) and is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). None of the other buildings on the high school campus are considered historical resources under CEQA.

### **I051-13**

Refer to Standard Response FB-Response-AVR-02 and FB-Response-AVR-03.

## Response to Submission I051 (Jeff Taylor, October 13, 2011) - Continued

### **I051-13**

As described under Mitigation Measures AVR-MM#2f and AVR-MM#2fg, surface coatings will be applied on wood and concrete to facilitate the cleaning and removal of graffiti. Any graffiti or visual defacement or damage of fencing and walls will be painted over or repaired within a reasonable time after notification. The effects of the elevated structures on the Bakersfield landscape are described in detail and represented with several visual simulations in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental EIS. As described in Section 3.16, potentially substantial visual impacts are anticipated in localized high-sensitivity locations. However, an extensive set of mitigation and design measures are proposed for these structures. These measures will be developed in detail in coordination with the City of Bakersfield (see Section 3.16.7.2). These measures directly address the full range of specific visual effects of the project and would greatly reduce them. Because not all specific measures in every individual instance can be known until the cooperative planning process with the City of Bakersfield is conducted, it was assumed that some impacts in the city could remain significant. However, the mitigation measures in Section 3.16.7.2 have the potential to substantially mitigate all impacts that were identified in the city.

Table 3.16-2 in Section 3.16 of the Revised DEIR/Supplemental DEIS has been revised to address graffiti and blight. Also, mitigation measures for construction have been revised such that, "Any graffiti or visual defacement of temporary fencing and walls will be painted over or removed within 5 business days." Mitigation measures for operations have been revised such that, "Any graffiti or visual defacement or damage of fencing and walls will be painted over or repaired within a reasonable time after notification."

The Authority would maintain all HST facilities, including elevated structures, and provide appropriate graffiti control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project footprint.

### **I051-14**

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-04, FB-Response-N&V-05.

### **I051-15**

Refer to Standard Response FB-Response-AQ-01.

Although Valley Fever fungi are commonly found in the soil of the Central Valley and can be stirred into the air by anything that disrupts the soil, the potential for the operational HST to generate dust through induced air flow is low.

The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS would further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever spores would be less than significant and worker notification/testing is not warranted.

### **I051-16**

Traffic impacts to Bakersfield are discussed in Impact TR #13 – Impacts on the Local Roadway Network due to Station Activity in the Final EIR/EIS, including Station Area circulation and parking. Also refer to 3.2.6 Project Design Features and 3.2.7 Mitigation Measures. The implementation of mitigation measures and the development of a Construction Management Plans will be done in association with the City of Bakersfield prior to construction activities.

Palm Avenue is proposed to be closed under the BNSF, Bakersfield South and Bakersfield Hybrid Alternatives. Verdugo Lane is proposed to be extended to connect Palm Avenue to Shellabarger Road, which connects to the closest HST crossing at Calloway Drive. The extension of Verdugo Lane would save approximately one (1) mile of out-of-direction travel that would otherwise require the use of Palm Avenue, Spanke Road, Cilantro Avenue and Pepita Way access at the intersection of Verdugo Lane and Shellabarger Road.

The HSRA and the Design/Build contractor, will continue to work with local jurisdictions, including the City of Bakersfield, to address local circulation concerns, specific roadway and intersection designs, and to not preclude transportation projects that are planned in the vicinity of the HST project. This will be done as part of design development and refinement.

## Response to Submission I051 (Jeff Taylor, October 13, 2011) - Continued

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### **I051-17**

The Rabobank Arena and Convention Center does not meet the criteria for listing in the National Register of Historic Places (NRHP), or the California Register of Historical Resources (CRHR). The center is not considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The property is not a historic property/historical resource and as such, does not require mitigation as a historic property.

### **I051-18**

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-03.

The Bakersfield South Alternative and Bakersfield Hybrid Alternative would both displace a building that houses ancillary facilities (a four-story medical office and pharmacy building) associated with the Mercy Hospital medical complex. The BNSF Alternative would not displace this Mercy Hospital facility. Continued provision of these services, through either temporary or permanent relocation, is important to the community, and the Authority will ensure the continued provision of these services by providing additional planning and outreach, as well as technical and financial assistance.

See Volume I, Section 3.12.7, Mitigation Measure SO-4, for information on measures to reduce impacts on Mercy Hospital.

See Section 3.3, Air Quality, Mitigation Measure AQ-3: Reduce the Potential Impact of Concrete Batch Plants, for information on siting concrete batch plants at least 1,000 feet from sensitive receivers, including daycare centers, hospitals, senior care facilities, residences, parks, and other areas where people may congregate.

See Section 3.4, Noise and Vibration, for information about planned mitigation measures for Mercy Hospital in the form of noise barriers along all potential alignments. The potential sound barrier mitigation for this area for operation noise from the project is listed in Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19 Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

For more information on EMF impacts on Mercy Hospital and about the final design,

### **I051-18**

which will include suitable sign provisions to prevent interference, see Section 3.5, EMF/EMI, Mitigation Measure EMF/EMI-1: Protect sensitive equipment.

See Section 3.16, Aesthetics and Visual Resources, for information about temporary impacts related to new sources of light and glare during construction. This section explains that the impacts are of negligible intensity, and because their context would be localized, temporary, and with appropriate mitigation from Mitigation Measure AVR-1a and AVR-1b, minimally affected, they are therefore not significant under NEPA and would be reduced to less-than-significant levels under CEQA.

### **I051-19**

Refer to Standard Response FB-Response-GENERAL-21 and FB-Response-LU-03.

### **I051-20**

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-SO-04.

For information on the disruption to communities, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #1 and Impact SO #7. See Volume I, Section 3.2, for information about impacts on bike traffic.

### **I051-21**

Refer to Standard Response FB-Response-GENERAL-04.

### **I051-22**

Refer to Standard Response FB-Response-PU&E-02.

### **I051-23**

The HST will not preclude any jurisdiction or entity from implementing future transportation projects. The Authority will work with local jurisdictions to identify future transportation projects that could be affected by the implementation of the HST project.

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## Response to Submission I051 (Jeff Taylor, October 13, 2011) - Continued

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### I051-24

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-21, FB-Response-LU-03, FB-Response-LU-04.

Individual properties and projects were analyzed per the California Environmental Quality Act (CEQA) guidelines. The level of detail in the environmental analysis is to “correspond to the degree of specificity involved in the underlying activity which is described in the EIR” (Title 14 California Code of Regulations [CCR] Section 15146). Therefore, the EIR/EIS is based on the level of engineering and planning necessary to identify potential environmental impacts and to identify the appropriate mitigation measures. Also, please note that the Authority and FRA, along with the U.S. Department of Housing and Urban Development, the Federal Transit Administration, and the U.S. Environmental Protection Agency, have entered into an interagency partnership and established the *Memorandum of Understanding for Achieving an Environmentally Sustainable High-Speed Train System in California*,” which includes a common goal of integrating HST station access and amenities into the fabric of surrounding neighborhoods (Authority et al. 2011). The principles for this partnership are to help improve access to affordable housing, increase transportation options, lower transportation costs, and protect the environment in communities nationwide.

### I051-25

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-25.

### I051-26

Refer to Standard Response FB-Response-GENERAL-17.

Submission I052 (David te Velde, September 16, 2011)

**Fresno - Bakersfield - RECORD #205 DETAIL**

Status : Action Pending  
Record Date : 9/16/2011  
Response Requested :  
Stakeholder Type : Business  
Submission Date : 9/16/2011  
Submission Method : Website  
First Name : David  
Last Name : te Velde  
Professional Title : owner  
Business/Organization : farmer  
Address :  
Apt./Suite No. :  
City : Hanford  
State : CA  
Zip Code : 93230  
Telephone : 559-707-5038  
Email : datevelde@gmail.com  
Email Subscription : Fresno - Bakersfield  
Cell Phone :  
Add to Mailing List : Yes  
Stakeholder Comments/Issues : have you decided the route next to allensworth state park? east of park  
EIR/EIS Comment : next to existing railline or west cutting through productive farmland?  
Yes

I052-1

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Response to Submission I052 (David te Velde, September 16, 2011)

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**I052-1**

The preferred alternative is selected after careful consideration of the environmental impacts and comments received on the Revised DEIR/Supplemental DEIS. The preferred alternative selected in the Allensworth area is described in Chapter 7.0 of the Final EIR/EIS.

Submission I053 (Tom Thomas, September 16, 2011)

|   |   |
|---|---|
| <b>Fresno - Bakersfield (May 2011 – July 2012) - RECORD #207 DETAIL</b> |   |
| Status :  | Action Pending  |
| Record Date :   | 9/16/2011   |
| Response Requested :  |   |
| Stakeholder Type :  | CA Resident   |
| Submission Date :   | 9/16/2011   |
| Submission Method :   | Website   |
| First Name :  | Tom   |
| Last Name :   | Thomas  |
| Professional Title :  |   |
| Business/Organization :   |   |
| Address :   |   |
| Apt./Suite No. :  |   |
| City :  | Clovis  |
| State :   | CA  |
| Zip Code :  | 93619   |
| Telephone :   |   |
| Email :   | thomasfarm@msn.com  |
| Email Subscription :  | Fresno - Bakersfield, Merced - Fresno   |
| Cell Phone :  |   |
| Add to Mailing List :   | Yes   |
| Stakeholder Comments/Issues :   | I strongly disagree with the planned route thru Hanford and the westside agricultural community. The route that follows the HWY 99 corridor offers a shorter route. It offers service to a greater population. Bypassing unwelcoming towns along the route is quite feasible. Future stations could always be added as additional population growth is realized. All things considered, it is a better alternative than cutting up hundreds of highly productive farms and ranches into unmanageable triangles. |
| EIR/EIS Comment :   | Yes   |
| Affiliation Type :  | Individual  |
| Official Comment Period :   | Yes   |

I053-1

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## Response to Submission I053 (Tom Thomas, September 16, 2011)

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### I053-1

Refer to Standard Response FB-Response-GENERAL-02.

Stations are planned for Fresno and Bakersfield, and a potential station would be located in the vicinity of Hanford. This serves the same population as an alignment along SR 99.



Submission I054 (Janet Thompson, August 26, 2011)

|  |   |
|--|---|
| <b>Fresno - Bakersfield - RECORD #159 DETAIL</b> |   |
| <b>Status :</b>                                  | Action Pending  |
| <b>Record Date :</b>                             | 8/26/2011   |
| <b>Response Requested :</b>                      | No  |
| <b>Stakeholder Type :</b>                        | CA Resident   |
| <b>Submission Date :</b>                         | 8/26/2011   |
| <b>Submission Method :</b>                       | Website   |
| <b>First Name :</b>                              | Janet   |
| <b>Last Name :</b>                               | Thompson  |
| <b>Professional Title :</b>                      |   |
| <b>Business/Organization :</b>                   |   |
| <b>Address :</b>                                 |   |
| <b>Apt./Suite No. :</b>                          |   |
| <b>City :</b>                                    | Bakersfield   |
| <b>State :</b>                                   | CA  |
| <b>Zip Code :</b>                                | 93309   |
| <b>Telephone :</b>                               | 661-900-1132  |
| <b>Email :</b>                                   | irishmist194960@yahoo.com   |
| <b>Email Subscription :</b>                      |   |
| <b>Cell Phone :</b>                              |   |
| <b>Add to Mailing List :</b>                     | No  |
| <b>Stakeholder</b>                               | There has got to be a different route that can be taken in order to save  |
| <b>Comments/Issues :</b>                         | Bakersfield High School. How is it that a historic site such as BHS is not<br>even being considered as off limits for destruction? I am sure you are<br>aware BHS was built in 1893 and was the first high school in<br>Bakersfield. I do hope there is a new agreement reached and a different<br>location is picked. I come from a long line of Drillers and am saddened at<br>the prospect of BHS being torn down. Please don't do this. |
| <b>EIR/EIS Comment :</b>                         | Yes   |

I054-1 |  
I054-2 |

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## Response to Submission I054 (Janet Thompson, August 26, 2011)

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### I054-1

Refer to Standard Response FB-Response-SO-08.

There are three alternative routes for the HST in Bakersfield. Two alternatives are located north of Bakersfield High School (BHS) and would not affect the campus. One alternative, the BNSF Alternative, would pass just north of the main campus and affect the Industrial Arts Building. No alternative would require tearing down BHS.

Historic surveys have been conducted on BHS. Harvey Auditorium was identified to be eligible for the National Register of Historic Places (NRHP). None of the other buildings was determined to be eligible for the NRHP, and the campus as a whole was determined not be eligible for the NRHP as an historic district. The State Historic Preservation Officer has concurred with these determinations.

### I054-2

Refer to Standard Response FB-Response-SO-08.

Submission I055 (Alan Townsend, September 11, 2011)

**Fresno - Bakersfield - RECORD #187 DETAIL**

**Status :** Action Pending

**Record Date :** 9/11/2011

**Response Requested :**

**Stakeholder Type :** CA Resident

**Submission Date :** 9/11/2011

**Submission Method :** Website

**First Name :** Alan

**Last Name :** Townsend

**Professional Title :**

**Business/Organization :**

**Address :**

**Apt./Suite No. :**

**City :** Wasco

**State :** CA

**Zip Code :** 93280

**Telephone :**

**Email :** ajfarm.townsend1@gmail.com

**Email Subscription :** Fresno - Bakersfield

**Cell Phone :**

**Add to Mailing List :** Yes

I055-1

**Stakeholder**

**Comments/Issues :**

I am against building a high speed rail in California at this time. The business model proposed could not be supported by riders. The state is in no position to take on operations, let alone the gap between bond money plus grants and the total expected cost in excess of 66 billion dollars.

I055-2

In the event this financing hurdle were to be overcome, the best route would be the "Wasco Shafter" bypass. To even consider above ground through the towns and cities is irresponsible.

**EIR/EIS Comment :** Yes

## Response to Submission I055 (Alan Townsend, September 11, 2011)

### **I055-1**

Refer to Standard Response FB-Response-GENERAL-17.

A decision on the preferred route for the HST in the Fresno to Bakersfield Section will be made after comments on the Draft EIR/EIS and Revised DEIR/Supplemental DEIS are taken into consideration by the Authority.

### **I055-2**

Refer to Standard Response FB-Response-GENERAL-10.

The HST could be placed below-grade through urban areas in a cut embankment with 2:1 slopes, a vertical trench with concrete walls, or a tunnel. As described in Chapter 2 of the EIR/EIS, the electrical contact system for the trains would consist of a series of mast poles approximately 23.5 feet higher than the top of the rail. Therefore, the HST would need to be at a depth of about 40 feet for the whole system to be below-grade.

A cut embankment through urban areas was not considered feasible because of the required width of the right-of-way. With 2:1 slopes, a 40-foot deep cut with a bottom width of 120 feet would have a width at the surface of 160 feet. This would result in a substantial increase in the amount of properties that would have to be acquired through urban areas, resulting in greater impacts on the communities crossed by the project. Placing the HST in a trench or tunnel would increase the cost of crossing urban areas by more than one to two orders of magnitude, essentially making the project economically infeasible. The costs of constructing an at-grade foundation for HST tracks, a 40-foot deep trench, and a tunnel were estimated using the unit price analysis method as described in the Engineering Technical Memoranda 1.1.19 and 1.1.22 (Authority 2011d, 2011e). This method of cost estimating was typically used to develop costs for complex construction elements, including but not limited to viaducts, retained earth systems, tunneling, and underground structures.

This method allows for unit prices to be developed based on current local construction and market conditions, such as changes that might affect productivity or the cost of labor or materials. The following steps were used to develop a unit price using this method:

- Analyze the proposed construction conditions.
- Estimate production rates.

### **I055-2**

- Compile a list of materials.
- Obtain materials prices using local available sources.
- Determine labor and equipment rates.
- Calculate direct unit price using the above factors.
- Add allowances for contractor overhead and profit to arrive at an in-place unit price.

The following sources were used to obtain basic cost data that were input into the database estimating program in order to develop construction unit prices:

- Labor Rates – Federal Davis-Bacon Wage Determination and/or California Department of Industrial Relations Prevailing Wage Determinations.
- Equipment Rates – RS Means and/or Corp of Engineers Construction Equipment Ownership and Operating Expense Schedule, Region VII.
- Material Prices - Material and supply prices for locally available material were obtained from local supplier quotes, if possible. Secondary sources of material cost data were taken from RS Means, Engineering News-Report (ENR) or other published resources.

The civil construction costs (i.e., the costs of clearing the right-of-way and constructing the embankment for the HST rails and contact system) for an at-grade section of the HST system are estimated to be about \$2.5 million/mile. The civil construction cost for an elevated structure like that proposed for downtown Bakersfield is a maximum of about \$84 million/mile. The civil construction costs for a 40-foot deep trench would be approximately \$121 million/mile for two tracks. The civil construction costs for a tunnel would depend on the soil conditions in the area and the type of tunneling method, but would vary from approximately \$183 to \$495 million/mile for two tracks. The HST would cross approximately 13 miles of urban area in Fresno and 12 miles of urban area in Bakersfield. Assuming that the alignment would be at-grade in Fresno except where it crosses under SR 180 and Jensen Avenue, and that 2 miles would be at-grade in Bakersfield with the remaining 10 miles on an elevated structure, placing the HST in a trench through both communities would increase the project cost by about \$2.7 billion. Placing the HST in a tunnel through both cities would increase project costs from about \$5 billion to \$16 billion.

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## Response to Submission I055 (Alan Townsend, September 11, 2011) - Continued

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### I055-2

A decision on the preferred route for the HST in the Fresno to Bakersfield Section will be made after comments on the Draft EIR/EIS and Revised DEIR/Supplemental DEIS are taken into consideration by the Authority.

## Submission I056 (Arthur Unger, October 13, 2011)

My comments on the Fresno to Bakersfield HSR Draft EIR/EIS are below and attached.

I comment only as an individual.

I056-1

It would be convenient to have a table of acronyms one could print out and refer to while reading the EIR/EIS. The glossary in chapter 11 helps. The glossary under "Library" is hard to find and too short.

Moving people long distances within California has severe negative environmental impacts. I hope we all stay home more but I would rather have face time with my grand children than just exchange e-mails. Since there are many people like me, we must compare moving people via HSR with moving them via planes and freeways. HSR seems to less of the negative environmental impacts referred to in this letter, so I favor HSR over planes and freeways.

It is well that there will be another 45 day comment period in spring, 2012 for a new EIR/EIS of the Bakersfield to Fresno portion of HSR; if there are significant changes in the EIR/EIS, the comment period may need to be longer than 45 days. There should be no rush to start building any part of HSR. It is urgent to prevent building, or planning to build, any other long distance transportation system like airports or roads until California decides if it will have HSR or more planes and freeways, or both. New bicycle paths and pedestrian facilities may be constructed anytime.

### QUESTIONALLY SIGNIFICANT BENEFITS OF HSR

You say high-speed rail will generate permanent new jobs by creating economic growth. Could not a system of roads and airports transport as many people and thus create the same amount of economic growth and jobs at the same or lower costs?

I056-3

If money is not spent on HSR, and some of that money is spent on separation of existing tracks from roads and highways, would public safety benefit as much as if HSR were built?

### INFORM LANDOWNERS

All landowners on or near the route will claim that HSR ruins them financially and emotionally. Please meet with each of them, decide the value of their property to wildlife, farm land and other values. You can then decide which landowners to compensate and which to take to court.

I056-4

### ENDANGERED SPECIES

Will HSR take less habitat than road and airport building would occupy? If so, HSR might use less sensitive species habitat in order to transport people than a combination of planes and cars would. Will there be enough under passes to avoid fragmenting habitat? As I read the summary of this EIR, if areas containing habitat are avoided, areas containing wetlands can not be completely avoided. Am I correct? Will minimizing wetland and habitat impact increase travel time, electricity use, air pollutants and GHGs?

I056-5

Should plants and animals be propagated in captivity in order to provide specimens for restoration after construction? Restored land should look like it did before European settlement.

I056-6

To mitigate for permanent impacts on habitat or wetlands, the High Speed Rail Authority should purchase as much or more existing habitat and wetland of equal quality that is in the path of other development and also restore habitat on lands that are not going to be farmed, developed for solar energy or other use. Is it legal to compensate for destruction of properties protected by Section 4(f) of 49 United States Code 303 in this way?

I056-7

Would implementation of the Allensworth Bypass Alternative increase the distance HST will travel?

### AGRICULTURAL PROPERTIES

I056-8

Would some of the alternative route combinations listed in the "highlights" that split agricultural properties into parcels too small to economically farm, create sensitive species habitat?

I056-9

The summary says that urban sprawl in the San Joaquin Valley has cost us much Important Farmland. What is the difference between farmland loss with HSR and farmland lost by building freeways and airports that could carry HSR's passengers? How does that amount of land compare with the amount of land saved by reducing urban sprawl? The High Speed Rail Authority should purchase the right to develop at least an acre of existing farmland of equivalent quality that is in the path of urban development for every acre of farmland that HSR will destroy.

I056-10

Please compare GHG and ambient air pollutants produced by constructing and operating HSR with that produced by constructing and operating the roads, vehicles, airports and planes it would take to move the same number of people. How much of those roads and airports are already built? What mitigations can the HSR Authority, F.R.A. and the San Joaquin Valley Air Pollution Control District develop to reduce HSR construction emissions. Should construction be restricted to certain times of day and times of year?

I056-11

I am surprised that the HST System is expected to use less than 1% of the state's future electricity consumption. I am glad the Authority has adopted a policy goal to purchase all HST system power from renewable energy sources. I hope no dams are built to serve HSR. I doubt the environmental benefits of obtaining electricity from biofuels. As much as possible of the electricity to run HSR should be obtained from photovoltaic panels over every aqueduct, canal, parking space and roof in California. Many of these are near the proposed rails, minimizing transmission loss. I am told transmitting electricity 100 miles from generator to consumer takes 7% of the electricity generated and that longer distance transmission loss can be 14%. Parking lots at Bakersfield College and California State University Bakersfield exemplify decentralized production of solar electricity. Would there be fewer sites near the rails for photovoltaic panels if HSR went through Tejon Pass, instead of Palmdale and Lancaster?

I056-12

The EIR/EIS summary says how much petroleum automobiles in the Fresno-Bakersfield area will use in 2035. If it is possible that HSR will use fossil fuel, how much would it use? How do the emissions of ambient air pollutants and Green House Gases (GHG) by planes, automobiles and HSR compare?

Submission I056 (Arthur Unger, October 13, 2011) - Continued

I056-13 | I am glad S.8.1 of the summary of this EIR shows how much automobile traffic will decrease in Valley counties due to HSR. How much commuter traffic is stimulated by those who will use HSR and the internet to access jobs in Sacramento and other big end of the line cities? We need to know this in order to estimate the impact of HSR verses new highways on air pollution, Green House Gas (GHG) emissions and sensitive wildlife. I hope there will not be reduced fares for those taking frequent short trips.

Thank you for the opportunity to comment,  
Arthur Unger  
2815 La Cresta Drive  
Bakersfield, CA 93305-1719  
(661) 323 5569  
[artunger@att.net](mailto:artunger@att.net) preferred

I056-14 | Construction workers should be warned about and tested for coccidioidomycosis.

STATIONS

If HSR goes through Tejon Pass, instead of Palmdale and Lancaster, there should not be a stop between Los Angeles and Bakersfield. Such a stop would encourage residents of Tejon Mountain Village, a development of second homes planned on Tejon Ranch, to commute to Los Angeles.

I056-15 | I hope the EIR/EIS compares the train speed, noise impacts, air pollutants and Green House Gases emitted if HSR stations are on the periphery of towns rather than in their center. What is the cost of running light rail out to the HSR stop? Could such light rail reach all the places HSR riders would leave their cars? Would light rail from center city to HSR stations help towns develop light rail systems? What are the impacts of center city HSR stations to buildings and cultural land marks in Fresno and Bakersfield? What are the impacts of center city HSR stations to inner city traffic? Would some streets and farm roads be interrupted so that trucks and cars would have to drive out of their way on congested streets, generating air pollutants and Green House Gases? Center city HSR stations would become surrounded by small areas of dense development; but, unless there is a change of desires, Bakersfield housing will continue to sprawl onto farmland.

If HSR stations are on the periphery of towns, there must be no parking or roads, except for emergency services, near the station lest sprawl develop. Homes might be permitted around the station in order to use or service the HSR, or the light rail. These homes should access the station only by foot, bicycle or bus. If the residents of these homes own automobiles or trucks, they should be parked in town and accessed only by bike, bus or light rail. Few will want to live near a station without keeping a car nearby, so there will be few homes near stations on the periphery of towns. Bakersfield may be an exception to my concerns about peripheral parking because it already has an excess of parking around the William Thomas Airport.

I056-16 | How would **disabled people** transfer their luggage from their vehicle to light rail and then to HSR?

I056-17 | I favor **bicycle** paths to HSR stations; I hope HSR accommodates bicycles on the train, like Amtrak does.

I056-18 | The **cost** of HSR in dollars should be compared to the cost of moving people by car and plane.

I056-19 | How many **deaths and injuries** per passenger mile are expected with HSR, car and plane?



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## Response to Submission I056 (Arthur Unger, October 13, 2011)

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### I056-1

Chapter 13 of the EIR/EIS contains a list of acronyms and abbreviations.

### I056-2

The HST System would provide an alternative to traditional road and airport transportation modes. Certainly, the level of projected road and airport improvements would generate jobs, particularly during the construction phase for the highways, and continuing past construction for the airports. Chapter 9 of the Revised 2012 Business Plan describes the substantial number of construction and operations/maintenance jobs that the HST project would generate.

However, the resulting jobs and economic growth are only two of the advantages of the HST System being built and put into operation. Additional important advantages include improved access to the Central Valley from coastal areas, reduced air quality impacts in comparison to other modes of transportation, and reduced dependence on fossil fuels. In addition, HST transportation is much safer than automobile travel, which accounts for thousands of deaths and injuries yearly and the related loss of economic productivity.

### I056-3

Local public safety benefits of grade-separation between existing tracks would be the same as the grade separation provided by the HST project. However, as discussed in Chapter 1 of the EIR/EIS, the HST would provide the people of California a reliable mode of transportation that has a more favorable safety record than other modes of transportation.

### I056-4

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-03, FB-Response-AG-02.

### I056-5

Refer to Standard Response FB-Response-BIO-01, FB-Response-BIO-02.

See Section 1 for the purpose and need of the HST system, which includes meeting future intercity travel demand that is unmet by the current transportation systems.

### I056-5

Impacts to both sensitive species habitat and wetlands would occur as a result of airport and roadway expansions as well as the result of the construction of the HST. All impacts to wetlands and habitat as well as travel time, air quality, and other resources will be considered in the selection of the Preferred Alternative. The Authority will follow established USFWS and CDFW protocol for restoring special-status species and habitats of concern.

The propagation of plants and animals in captivity is not in consideration as means to mitigate potential impacts to plants and animals from project construction and operation. Lands temporarily disturbed for the purposes of construction will be restored to pre-project conditions, which is current standard practice. Lands that are restored and preserved for the purposes of mitigating impacts to habitat, will more closely approximate Californian habitats before European settlement, but the possibility of achieving that ideal is low considering the proliferation of nonnative plants in the landscape. The Authority will be required to achieve the success criteria established for the restoration and preservation sites by the regulatory agencies with the expertise in the given habitat, for example, USFWS and CDFW for plant and animal habitats and USACE for aquatic resources.

### I056-6

The regulations pertaining to Section 4(f) properties do not contain provisions specifically pertaining to habitat or wetland compensation; however, they do provide protection to parks and wildlife and waterfowl refuges, which could contain sensitive species habitat and wetlands. The Study Area for the Fresno to Bakersfield segment of the California High-Speed Train contains parks and wildlife refuges that are affected by project alternatives, as described in Chapter 4 of the Revised DEIR/Supplemental DEIS. Alternatives are also described that avoid Section 4(f) uses. If the alternatives that avoid Section 4(f) uses are determined to be feasible and prudent alternatives, the provisions of Section 4(f) require that they must be implemented. In the event that an avoidance alternative was determined to not be feasible and prudent, FRA would coordinate with the agency with jurisdiction over the impacted resource on the appropriate measures to minimize harm. These measures could potentially include compensation of land.

## Response to Submission I056 (Arthur Unger, October 13, 2011) - Continued

### I056-7

As indicated in Chapter 2, Table 2-3, Design Features of Alternatives Carried Forward, the total length of the Allensworth Bypass Alternative and that of the corresponding segment of the BNSF Alternative are the same, at 21 linear miles.

### I056-8

Refer to Standard Response FB-Response-AG-03.

The HST right-of-way would sever parcels, including parcels of agricultural land. Although some parcel severance is inevitable with any HST alignment, the Authority and FRA have made great efforts to minimize this impact through alignment selection, station locations, and careful project design. In some areas, severance would create small remnant parcels rendered uneconomic for farming operations. Typically, these remnants would be located between road rights-of-way and the HST alignment.

The Authority is committed to working with agricultural property owners to resolve or mitigate, if possible, acquisitions that result in the division of farmlands. Design features include creation of a farmland consolidation program to sell these uneconomic remnant parcels to neighboring landowners (see Section 3.14.6, Project Design Features) and creation of overcrossings or undercrossings at reasonable intervals to preserve access across the HST right-of-way (see Mitigation Measure S0-MM#8 in Section 3.12.7 of the Revised DEIR/Supplemental DEIS).

In April 2013, the Authority reached an agreement with agricultural interests on mitigation of agricultural land impacts for the Merced to Fresno Section of the HST System (Authority 2013). Under that agreement, the Authority will acquire agricultural conservation easements for its impact on Important Farmland (i.e., land classified as prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland) at the following ratios:

- Important Farmland converted to nonagricultural uses either by direct commitment of the land to project facilities or by the creation of remnant parcels that cannot be economically farmed will be mitigated at a ratio of 1:1.
- Where HST project facilities would create a remnant parcel less than 20 acres in size, the acreage of that remnant parcel will be mitigated at a ratio of 1:1.
- An area 25 feet wide bordering Important Farmland converted to nonagricultural uses

### I056-8

by project facilities (not counting remnant parcels) will be mitigated at a ratio of 0.5:1.

For information on uneconomic parcels, see Volume I, Section 3.14, Impact AG#5. For information on the maintenance of the property adjacent to the right-of-way, see Mitigation Measure SO-7 in Volume I, Section 3.12.7. These remainder parcels are unlikely to create a substantial amount of additional sensitive species habitat. See Volume I, Section 3.7 for the analysis on biological resources.

### I056-9

Refer to Standard Response FB-Response-GENERAL-04.

See Volume I, Section 3.14, Impact AG#4 for information on the permanent conversion of agricultural land, and see Mitigation Measure AG-1 in Volume I, Section 3.14 for measures to preserve the total amount of prime farmland.

### I056-10

Refer to Standard Response FB-Response-AQ-05, FB-Response-AQ-02.

Mitigation measures were refined in the Revised DEIR/Supplemental DEIS as a result of continuing project design, comments received on the Draft EIR/EIS, and additional consultation with public agencies. Accordingly, appropriate mitigation will be included in the Final EIR/EIS and will also be included in the Federal Railroad Administration's Record of Decision, which will require the Authority to comply with all mitigation measures as the project advances through final design and construction.

### I056-11

Refer to Standard Response FB-Response-PU&E-02.

### I056-12

The HST would be electrically powered. While cars and planes result in direct air and GHG emissions from fossil fuel combustion, the HST only results in indirect air and GHG emissions from the power plants that produce electricity. Information about indirect fossil fuel combustion from power plants that would provide the electricity for the HST is provided in Tables 3.3-9 and 3.3-10 in the Revised DEIR/Supplemental DEIS. In

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## Response to Submission I056 (Arthur Unger, October 13, 2011) - Continued

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### **I056-12**

addition, because of the state requirement that an increasing fraction (33% by 2020) of electricity generated for the state's power portfolio must come from renewable energy sources, the emissions generated for the HST system are expected to be lower in the future compared with the emissions estimated in Tables 3.3-9 and 3.3-10 in the Revised DEIR/Supplemental DEIS, which are based on the state's current power portfolio.

### **I056-13**

Refer to Standard Response FB-Response-GENERAL-03.

Details of vehicle miles traveled and emission reductions in each county in the study area are included in the Air Quality Technical Report (Authority and FRA 2012e), which is available on the Authority's website.

### **I056-14**

Refer to Standard Response FB-Response-AQ-01.

Although Valley Fever fungi are commonly found in the soil of the Central Valley and can be stirred into the air by anything that disrupts the soil, the potential for the operational HST to generate dust through induced air flow is low.

The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS will further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever spores will be less than significant and worker notification/testing is not warranted.

### **I056-15**

Refer to Standard Response FB-Response-GENERAL-03 and FB-Response-GENERAL-02.

As stated in Section 1.23 of the Revised DEIR/Supplemental DEIS, the CEQA project objective is to "Maximize intermodal transportation opportunities by locating stations to

### **I056-15**

connect with local transit, airports, and highways." In addition, Section 2.4.4, Station Alternatives, describes the location of the Fresno, Kings/Tulare Regional, and Bakersfield stations. Air quality and greenhouse gas impacts (GHG) impacts were analyzed for these station sites. Since none of the stations would be located on the periphery of cities, there is no need for additional analysis for air quality and GHG impacts.

### **I056-16**

While detailed station design and intermodal connections have not yet been prepared for the stations, universal design and Americans with Disabilities Act (ADA)-accessible accommodations will be a guiding principle at each station so that individuals with disabilities will be able to use the system as efficiently as possible. In addition, Federal law requires all federal projects comply with ADA Standards. Therefore, all project operations would offer accommodations for disabled train riders.

### **I056-17**

The station would include bike racks and connections to the existing sidewalks and bicycle lanes and facilities, where they can be accommodated. Impacts to proposed and future bicycle routes were determined to be less than significant in Impact TR #10 of Section 3.2, Transportation.

### **I056-18**

The requested analysis was done as part of the evaluation of transportation modes in the Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005). Please see Chapter 4 of the Statewide Program EIR/EIS.

### **I056-19**

There are no high-speed trains (HSTs) operating in the United States so it is not possible to provide a comparison of injuries and fatalities per passenger mile. Figure 3.11-1 in Section 3.11 (Safety and Security) provides a comparison of fatalities per 100 million passenger miles for air, passenger rail, and highway in the United States in 2008. Passenger rail fatalities were skewed in 2008 as a result of a Metrolink commuter rail accident in Chatsworth, California. Passenger rail fatalities in 2007 and 2009 were zero.

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Response to Submission I056 (Arthur Unger, October 13, 2011) - Continued

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**I056-19**

It would be expected that injuries and fatalities on the California HST System would be less than conventional passenger rail because the HST would use a dedicated and isolated corridor instead of sharing tracks with freight rail trains. As indicated in Section 3.11, international experience in operating HST systems has surpassed the passenger rail safety record achieved in the United States. Since 1964 and the inauguration of the first HST service in Japan, Japanese HST trains (the Shinkansen) have maintained a record of no passenger fatalities or injuries due to train accidents, including derailments or collisions. In France, HSTs (the TGV) have been operating for 27 years, and currently carry more than 100 million passengers a year. Like Japan, the French HST system has not had a single HST-related passenger fatality on its dedicated HST trackway, which is similar to the dedicated trackway proposed for the California HST System. There have been HST accidents resulting in injuries and fatalities in Germany and China.

